

MEMORANDUM

TO: JOAN PHILLIPE, TOWN MANAGER
FROM: KATHY Kerdus, PLANNING DIRECTOR
RE: TOWN CENTER MASTER PLAN
DATE: 11/30/92

Attached is the Amendment to the EIR that has been prepared to include the changes that have been made to the Master Plan. The best way to understand this document would be to read it with the original DEIR. At the beginning of each section, the pages being revised are listed. We will have revisions to them ready for you by tomorrow night. Also attached are the revised resolutions for your adoption which include all of the hearing dates and latest documents. Exhibits "B" and "C", the Statement of Overriding Considerations and Mitigation of Significant or Significant or Potentially Significant Impacts, are not included in this packet.

Staff recommends that you open the public hearing on the latest environmental document as well as the additional issues that you have to discuss on the proposed Zoning Ordinance sections. Cathy Spence-Wells will be at the meeting to respond to any questions that you may have on the Environmental Impact Report.

Loomis Town Center Master Plan
ENVIRONMENTAL IMPACT REPORT

Environmental Impact Report Amendment

LOOMIS TOWN CENTER MASTER PLAN

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UNIVERSITY OF CALIFORNIA

Local Agency:

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(415) 885-4400

with assistance from:

Loomis Town Center Master Plan

ENVIRONMENTAL IMPACT REPORT AMENDMENT

November 20, 1992

STATE OF NEW YORK
COUNTY OF ...

IN SENATE
JANUARY 12, 1900

REPORT OF THE
COMMISSIONER OF THE LAND OFFICE
IN RESPONSE TO A RESOLUTION PASSED BY THE SENATE
JANUARY 12, 1900

Environmental Impact Report Amendment

LOOMIS TOWN CENTER MASTER PLAN

Lead Agency:

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**PSOMAS ASSOCIATES
WES TECHNOLOGY CORP.**

November 30, 1992

Environmental Impact Report Amendment

LOOMIS TOWN CENTER MASTER PLAN

June 1999

June 22, 1999
E.D. 000112
Loomis Town Center

Page 10

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with additional items

THE LOOMIS TOWN CENTER
1000 LOOMIS AVENUE
LOOMIS, CA 95758

Document ID: 1000

INTRODUCTION

A Draft and Final EIR have been prepared and circulated for the Loomis Town Center Master Plan. The Plan and environmental documents have been the subject of several hearings by both the Loomis Planning Commission and Town Council. The hearings before the Town Council have resulted in changes to the Plan since the completion of the environmental assessment. Prior to the adoption of the Plan and certification of the accompanying environmental document, the Town Council has directed that the EIR be revised to reflect the most recent changes.

PURPOSE

This document is a description of the changes to the Draft Loomis Town Center Master Plan and an amendment of the Environmental Impact Report (EIR) prepared for that Plan. The following pages represent changes to the EIR as a result of the Loomis' Town Council direction to revise portions of the Draft Plan text. This modification to the EIR has been prepared in order to provide information as to the environmental effects that implementation of the revised Loomis Town Center Master Plan vary from those described in the Draft EIR. It will also indicate ways to mitigate the possible environmental damage. This text is considered an amendment of the previous environmental document and shall be considered along with it, when certified by the Town Council.

ORGANIZATION

This amendment of the EIR text has been organized by subject, in the same manner as the EIR. The Project Description provides an overview of the Plan revisions. This is followed by the Summary section, which offers a tabular overview of impacts and mitigations and their levels of significance. Only the subject areas in the Environmental Analysis, CEQA-mandated and Appendix portions of the document representing changes are presented herein. Depending upon the scope of change, the entire section may be reprinted or simply refer to a changed page or pages. The original EIR organization and structure remains the same including EIR applicability and levels of significance assumptions.

INTRODUCTION

The purpose of this report is to provide a comprehensive overview of the current state of the art in the field of artificial intelligence (AI). This report is intended for a general audience and is not intended to be a technical treatise. The report is organized into several sections, each of which will discuss a different aspect of AI. The first section will discuss the history of AI, while the second section will discuss the current state of the art. The third section will discuss the future of AI, and the fourth section will discuss the ethical implications of AI.

History

The history of artificial intelligence (AI) can be traced back to the early days of computing. In the 1940s and 1950s, researchers began to explore the possibility of creating machines that could think and learn like humans. This led to the development of the first AI programs, which were designed to perform specific tasks such as playing checkers or solving logic puzzles. In the 1960s and 1970s, AI research continued to advance, and researchers began to explore more complex tasks such as natural language processing and computer vision. In the 1980s and 1990s, AI research became more focused on practical applications, and researchers began to develop AI systems that could be used in a variety of industries. Today, AI is a rapidly growing field, and researchers are working on developing AI systems that can perform a wide range of tasks, from simple tasks like image recognition to complex tasks like autonomous driving.

Current State of the Art

The current state of the art in artificial intelligence (AI) is characterized by a number of key developments. One of the most significant developments is the rise of deep learning, which is a type of machine learning that uses artificial neural networks to learn from data. Deep learning has led to major breakthroughs in a variety of fields, including image recognition, natural language processing, and computer vision. Another key development is the development of reinforcement learning, which is a type of machine learning that allows a system to learn from its own actions. Reinforcement learning has been used to develop AI systems that can play complex games like Go and StarCraft, as well as to develop AI systems that can control robots. Finally, there has been a significant increase in the availability of AI resources, including data, computing power, and talent. This has led to a rapid increase in the number of AI startups and has helped to drive the growth of the field.

PROJECT DESCRIPTION

This section of the Town of Loomis Master Plan EIR amendment includes revisions to the section entitled Project Characteristics found on pages 13 through 15 and Figure A-2 of the Draft EIR.

PROJECT CHARACTERISTICS

Description of the Plan The configuration and extent of land uses, streets, and special features are described in the Land Use Element of this Plan. Each land use area will have a unique aesthetic character resulting from existing conditions, economic forces, and Town policies. Streets and special features will also have a designed character determined in part by guidelines and standards included in the Master Plan.

The Downtown Core area will include a variety of relatively high intensity development to serve both residents and visitors. Specific aspects of the Plan include the provision of new residences, businesses, new shopping centers at the I-80/Horseshoe Bar Road interchange and along Sierra College Boulevard south of Brace Road, and development of the Taylor Road "main street" shopping district. Office development is called for in the area north of Brace Road on both sides of Sierra College Boulevard. Additional commercial development is planned along the Southern Pacific Railroad right-of-way adjacent to Taylor Road.

The creation of public and quasi-public gathering places within the Plan area hope to create an important civic focus for Loomis. The proposed public uses, would be in addition to the existing library, Memorial Hall and elementary school and are indicated on an overlay Plan designation. A future rail stop constitutes an important public use that is addressed in the Plan and that would contribute to the activity and vitality of the Downtown Core.

Housing types and densities will vary in the Town Center with the use of small lot single-family homes, zero-lot line homes, duplexes and second units. High density residential development is planned for small, discrete areas close to shopping and potential civic facilities; and apartments may be constructed over commercial uses in the mixed-use Downtown Core.

Numerous street and trail connections will reduce reliance on collectors and arterials, and minimize traffic on any single neighborhood street; pedestrian paths within the Town Center will provide improved pedestrian access, and encourage people to walk from home or the workplace to the downtown core area.

Conservation of important natural features, including riparian habitat and woodland areas, will help to preserve the Town's rural landscape features. The Land Use Element describes the location of potential open space in the Plan area, each with a special character suited to its context and containing varying degrees of active and passive uses. Quasi-public open spaces will be encouraged through the use of privately-owned and maintained plazas. These uses, as well as, the Public uses described in the Land Use Element of the Master Plan are depicted as overlay Plan designations.

The overlay uses of Parks/Open Space and Public & Quasi-public in the Town Center Master Plan become part of the General Plan but are intended to be in effect "planning overlays" which overlay the underlying land uses designated in the General Plan for these areas. The overlay designations show where the ultimate location of these types of facilities may be located within the Town Center Master Plan area but do not commit the Town or other public agency to actually construct any of the facilities set forth in the Plan, adhere to any time schedule in making acquisitions for the purposes described in these overlay planning areas and do not in and of themselves restrict the underlying land uses. At such time as application to develop a property with an overlay designation is made, the Town will either

Town Center Master Plan EIR Amendment

PROJECT 025CR100A

The purpose of this project is to develop a comprehensive understanding of the project's goals, objectives, and deliverables. This document serves as a guide for the project team and stakeholders, providing a clear overview of the project's scope and direction.

Project Objectives

The primary objective of this project is to deliver a high-quality product that meets the needs of the target audience. This involves a thorough understanding of the market and the ability to create a product that is both innovative and practical. The project team will work closely with stakeholders to ensure that the product is aligned with their expectations and requirements.

The project team will also focus on ensuring that the product is delivered on time and within budget. This requires a strong understanding of the project's timeline and resources, as well as the ability to manage risks and respond to changes. The team will use a variety of tools and techniques to track progress and ensure that the project is on track for successful completion.

Finally, the project team will focus on ensuring that the product is well-received by the target audience. This involves a thorough understanding of the audience's needs and preferences, as well as the ability to create a product that is both engaging and useful. The team will use a variety of methods to gather feedback and ensure that the product is meeting the needs of the target audience.

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have to determine that it will let that development process go forward or if it wishes to implement the planning overlay designations.

A portion of the Plan area south of the freeway has been set aside as commercial reserve. This "reserve" designation is intended to allow for potential future commercial opportunities in proximity to the freeway interchange. Due to the unspecified nature of acreages and land uses on the south side of the freeway, a detailed plan and accompanying environmental documents will be necessary to develop this area.

The following table shows the summary of densities and acreages for the Town Center Master Plan.

| <u>Land Use</u> | <u>Density/Floor Area Ratio</u> | <u>Approximate Acreages</u> |
|---|-------------------------------------|---------------------------------|
| Downtown Core | .35-.60 | 41 |
| Shopping Center | .25-.50 | 26 |
| Neighborhood Commercial | .25-.50 | 6 |
| Office | .35-.60 | 12 |
| General Commercial | .10-.25 | 23 |
| Townhomes | 10-15 | 3 |
| Single Family Residential | 2-10 | 232 |
| Rural Estate | 0-.43 | 80 |
| Public & Quasi-public Overlay Designations | N/A | 10 |
| Parks/Open Space | N/A | 30 |
| Public & Quasi-public Roads | N/A | 6 58 |

Design Standards and Guidelines The project incorporates building and design standards and development guidelines intended to encourage a compact development pattern, maintain the village character and scale, and promote a pedestrian-oriented Town Center. These standards will be used by the Town of Loomis staff, developers and property owners as they design and evaluate projects.

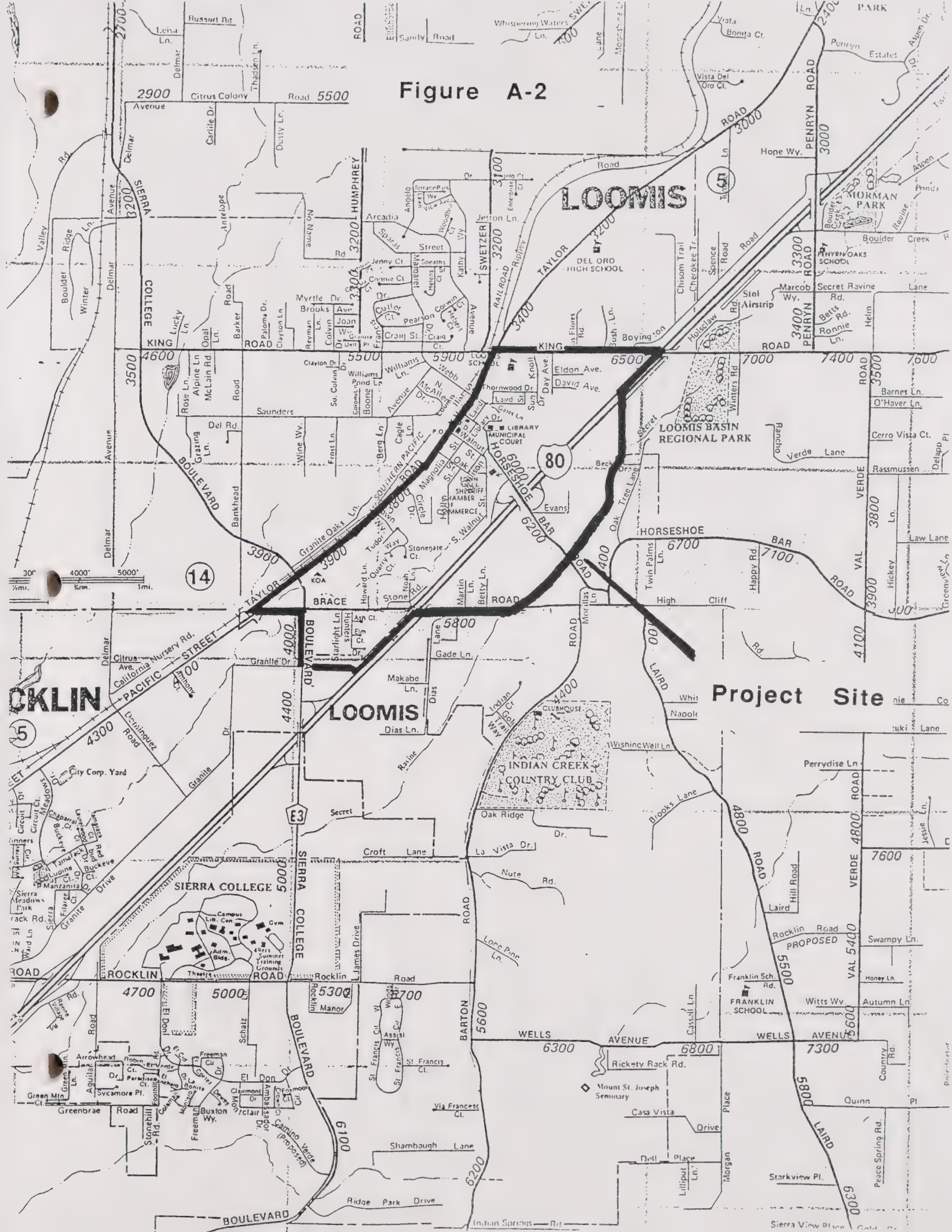
General Plan Amendments The Town Center Master Plan is proposed to be adopted by the Town as a element of the General Plan. The Town will amend other elements of its General Plan to ensure that the General Plan and Master Plan are consistent with each other as required by State law. The Master Plan's relationship to the General Plan is described in the Land Use Section of the Master Plan EIR.

Revisions to Zoning Ordinance and Zoning Map Town zoning standards will apply within the Master Plan Area with the addition of zoning standards specific to the objectives of the Master Plan. Proposed revisions to the zoning ordinance will be necessary to ensure that quality is maintained during project development. Ordinance revisions will include implementation of new zone districts and standards which reflect the land use description and standards in the Plan. The Town Zoning Map will be revised to illustrate the areas with new zone districts per the Plan document.

Revisions to Individual Properties Numerous properties within the 490-acre Plan area will require updated General Plan and zoning designations to comply with the Master Plan. The scope of this EIR includes the impacts associated with those changes.

Infrastructure and Improvement Programs The Appendix to this EIR details the infrastructure and improvements necessary to implement the Master Plan. The scope of this EIR includes the impacts of this improvement program.

Figure A-2



Summary of Impacts and Mitigations

This table provides a summary of the anticipated environmental impacts from implementation of the Loomis Town Center Master Plan and mitigation measures to reduce the level of significance of these impacts. Categorized by subject area, the impact and its significance are listed, followed by a mitigation measure or measures. The categories of mitigation measures, as explained in the Introduction, are: 1) Prop. - Proposed Mitigation Measures; 2) Poten. - Potential Mitigation Measures; and 3) Govt. - Government-Implemented Mitigation Measures.

| Impact | Level of Significance | Mitigation Measures | Level of Significance After Mitigation |
|--|-----------------------|--|--|
| LAND USE | | | |
| Consistency with relevant plans and policies | Less than significant | Prop: General Plan and Zoning Amendments | .... |
| Land use compatibility | Less than significant | Prop: Implement Plan's Design Guidelines | .... |
| TRANSPORTATION | | | |
| Increased traffic volumes | Significant | Poten: Participation in a trip reduction programs as established in the South Placer area Establish rideshare/carpool programs Secure connection to intercity rail Prop: Provide roadway accommodation for pedestrians/bikes. | Less than significant |
| Intersection LOS impacts | Significant | Prop: Funding of roadway improvements as discussed in transportation report. | Less than significant |

| Impact | Level of Significance | Mitigation Measures | Level of Significance After Mitigation |
|--|--------------------------|---|---|
| AIR QUALITY | | | |
| Emissions from site preparation activities | Significant | Prop: Control of fugitive dust, and revegetation of disturbed areas. Maintenance of heavy equipment and utilizing gas or natural gas powered equipment. | Less than significant |
| Increased vehicle emissions | Significant | Poten: Implement mitigations discussed in Transportation section Local employers should consider use of flex-time Use of solar and energy-efficient designs in new structures Participation in an old vehicle buy-back program. Alternative fuel programs. Prop: Improvement of area intersection LOS. Utilization of trees in landscaping. Mixed-use development Pedestrian-oriented development Future projects to prepare air quality reports | Significant |
| Emissions from woodstoves | Less than significant | All new woodstoves are required to meet air quality standards Poten: Implement a program to replace old woodstoves | .... |

| Impact | Level of Significance | Mitigation Measures | Level of Significance After Mitigation |
|---|--------------------------|---|--|
| NOISE | | | |
| Noise from construction activities | Less than significant | No mitigation proposed | .... |
| Ambient noise levels from traffic and on-site | Significant | Prop: Conduct noise analyses for all projects within I-80 corridor and mitigate as appropriate to meet noise levels | Less than significant |
| BIOTIC RESOURCES | | | |
| Vegetation, Wildlife, Aquatic Organisms , and Sensitive Environments | Significant | Prop: Enforce Heritage Trees Ordinance and employ accepted landscaping practices near large trees Require open space buffers Preserve natural drainageways, limit or restrict alterations to existing stream channels and establish development setbacks from area waterways. Implement a "no net loss" policy for riparian areas and wetlands Minimize erosion and flooding problems Prohibit development in the floodways of Secret Ravine Creek and the Sucker Ravine tributary Preserve existing wildlife corridors and establish buffer zones. Prohibit vehicular access in these areas. Verify existing culvert and ditch capacity. Make improvements as needed. Adopt and implement Stream & Riparian zone | Less than Significant Significant for impacts to raptors and large mammals. |

| Impact | Level of Significance | Mitigation Measures | Level of Significance After Mitigation |
|---------------------------------------|-----------------------|--|--|
| WATER QUALITY | | | |
| Potential groundwater contamination | Less than significant | Prop: Provide water and sewer to all parcels Detain stormwater on-site Protection of wetland areas | .... |
| Degradation of surface water quality | Significant | Prop: Utilization of BMP's. Limitation of site grading activities in wet weather. Installation of sediment containment structures during site preparation. Detain stormwater on-site Installation of sand/grit separators. Establishment of maintenance program for separators and ponds. Prevention of discharge of untreated effluent into local streams | Less than significant |
| PUBLIC SERVICES and FACILITIES | | | |
| Water | | | |
| Increased demand for water service | Significant | Prop: Construction/expansion of water system | Less than significant |
| Impacts to Foothill Treatment Plant | Less than significant | No mitigation proposed | .... |
| Wastewater | | | |
| Increased wastewater flows | Significant | Prop: Construction/expansion of local collection and regional treatment system | Less than significant |

| Impact | Level of Significance | Mitigation Measures | Level of Significance After Mitigation |
|--|-------------------------|--|--|
| Fire Protection | | | |
| Increased demand for services | Significant | Prop: New structures to meet fire department/code standards Conditions on development to provide adequate fire flows and sufficient roadway widths. Fee payment for fire facilities program Establish funding mechanism for capital and maintenance costs | Less than significant |
| Increased demand on equipment /facilities | Less than significant | No mitigation proposed | .... |
| Law Enforcement | | | |
| Increased demand for services | Potentially significant | Prop: Assignment of additional personnel to sub-station Establish funding for capital and operations costs | Less than significant |
| Increased demand on facilities | Less than significant | No mitigation proposed | .... |
| Solid Waste | | | |
| Demand for solid waste collection services | Less than significant | No mitigation proposed | .... |
| Increased generation of solid waste | Significant | Prop: Establishment of a recycling program in coordination with the WRSL. Govt: Acquisition of additional landfill. | Less than significant Less than Significant |

| Impact | Level of Significance | Mitigation Measures | Level of Significance After Mitigation |
|-------------------------------|-------------------------|---|--|
| Schools | | | |
| Increased student enrollment | Significant | Prop: Implementation of programs for for all projects as described in the Facilities Master Plan | Less than significant |
| Public Utilities | | | |
| Increased demand for service | Less than significant | No mitigation proposed | .... |
| GEOLOGY, SEISMICITY and SOILS | | | |
| Accelerated erosion | Potentially significant | Prop: Limitation of grading activities in rainy season, sprinkling the area, revegetation and using measures to prevent eroded soil from entering waterways. Avoidance of grading activities in riparian areas. Utilization of BMP's. | Less than significant |
| Alteration of site topography | Potentially significant | Prop: Compliance with Town Grading Ordinance Take advantage of natural drainage areas and minimizing fill. Avoidance of grading in riparian areas. Utilization of BMP's. | Less than significant |
| Increased seismic hazard | Potentially significant | Prop: Enforcement of the Uniform Building Code Govt: Adopt Hazardous Building Ordinance | Less than significant |

| Impact | Level of Significance | Mitigation Measures | Level of Significance After Mitigation |
|-----------------------------|--------------------------|---|---|
| CULTURAL RESOURCES | | | |
| Loss of cultural resources | Potentially significant | Prop: Site assessments should be conducted for previously unsurveyed project areas A qualified archaeologist will be contacted should cultural resources be uncovered on site. Significant site sites should be incorporated into protected open space areas Complete an historical inventory and consider Town preservation ordinance | Less than significant |
| DRAINAGE | | | |
| Increased stormwater runoff | Significant | Prop: Require detention facilities to control peak flows Construct improvements to drainage facilities as described in text | Less than significant |

ENVIRONMENTAL ANALYSIS

LAND USE

This portion of the Town of Loomis Master Plan EIR amendment contains revisions to pages 22-35 of the section entitled Land Use, including changes to the text and to Figures B-4 and B-5.

Proposed Land Uses

The following includes a description of various land uses within the Loomis Town Center Master Plan area. A map which show designated land uses are portrayed in Figures B-4; the proposed zoning is illustrated in Figure B-5.

Circulation Pattern The circulation pattern developed for the Master Plan area creates a balance between accommodating through traffic and attracting pedestrian shoppers to the Downtown Core. The intent of future traffic improvements is to avoid creating "bypass" roads which divert traffic away from the central business district; this approach should minimize the amount of traffic on residential streets as well.

Regional access to Loomis' Town Center will continue from the Horseshoe Bar Road exit at Interstate 80. Reconfiguration of the road's interface with existing neighborhoods will address anticipated traffic volumes with new street connections.

Additional access to the Plan area exists at Sierra College Boulevard's interchange with I-80. This two-lane arterial also connects the freeway with largely developed areas of Roseville and Sacramento. An expansion of Sierra College Boulevard to six-lanes is planned as the region continues to grow.

Presently, railroad service through Loomis is limited to freight transport. Although Amtrak routes now bypass the Town, proposed passenger service between Sacramento and Auburn may include a future station in Loomis. Sufficient land is available for a station and plaza at the terminus of Horseshoe Bar Road which will facilitate establishing a passenger rail stop in Loomis.

Gateways to the Town, including Horseshoe Bar Road (at I-80 and the Secret Ravine crossing) and Taylor Road (where it enters the Town Center), will welcome visitors with special signage and distinctive landscaping design.

Residential Although housing types will vary within the Town Center Plan area, single-family residential land uses will predominate. Areas which have easy pedestrian access to commercial and public services will be suitable for medium density residential development. Recommended projects will include zero-lot line homes, duplexes, and second units.

High density residential development will be permitted only within small, discrete areas near the Community Center and the I-80/Horseshoe Bar Road Shopping Center; these units are intended to provide affordable dwellings for small families, students and seniors. Apartments will be encouraged over commercial uses in the mixed-use Downtown Core.

The Plan additionally allows for single-family homes beyond what is considered a comfortable walking distance to the Downtown Core. In keeping with the rural setting and limited public facilities south of the freeway, the Plan designates rural estate uses for this area until such a time as a specific plan and accompanying environmental documents are completed.

Downtown Commercial This type of land use is planned for three areas which comprise Loomis' Downtown Core: 1) land which parallels the Southern Pacific Railroad tracks on either side of Taylor Road; 2) a 14±-acre area which extends north of the planned Interstate 80/Horseshoe Bar Road Shopping Center; and 3) nearly four acres fronting on the east side of Horseshoe Bar Road between Taylor Road and I-80, and on the west side between I-80 and South Walnut.

Downtown commercial uses include specialty retail shopping which will serve both residents and visitors. Capitalizing on the Town's historic character, facilities which provide for activities such as a farmer's market, festivals, and tourism activities will be encouraged. Unique structures in this area offer opportunities to incorporate Loomis' architectural assets, such as fruit sheds and historic buildings, with its newer development for use by commercial businesses.

Neighborhood Commercial A convenience center is planned for the northeast corner of the Plan area at I-80 and King Road. This shopping area will have limited uses (e.g., small grocery store, delicatessen, video shop, etc.) This small center will be located within walking distance of residences located in medium- and medium-high density areas east of the Town Center. This neighborhood center will be accessible to passersby on King Road; however, there will be no access to the facilities from Interstate 80. Offices will also be permitted within areas which are designated as Neighborhood Commercial.

Shopping Center Twenty-six acres have been set aside for two shopping centers within the Master Plan area. A new 12±-acre shopping center, including a major supermarket and ancillary shops, is planned at the northern corner of the Horseshoe Bar Road/I-80 interchange. The center will be located within walking distance of the Downtown Core, and nearby residential neighborhoods. It is not intended to compete with Downtown Core uses which emphasize specialty retail, office and entertainment-related uses.

At the southeast corner of the Master Plan area, a second 14±-acre shopping center is planned. This commercial center will be accessible to the adjacent medium-high density residential development and nearby offices. The Center will also service a high volume of auto traffic generated by area shoppers and travellers between U.S. Highway 50 and Lincoln.

Office New office uses which will be permitted as part of the Downtown Commercial designation. These offices, within walking distance to the Downtown Core, will serve as support for retail shops and restaurants along Taylor Road. An additional nine acres of office space is set aside in the Master Plan's southwest portion at the intersection of Sierra College Boulevard and Brace Road, across from the Shopping Center.

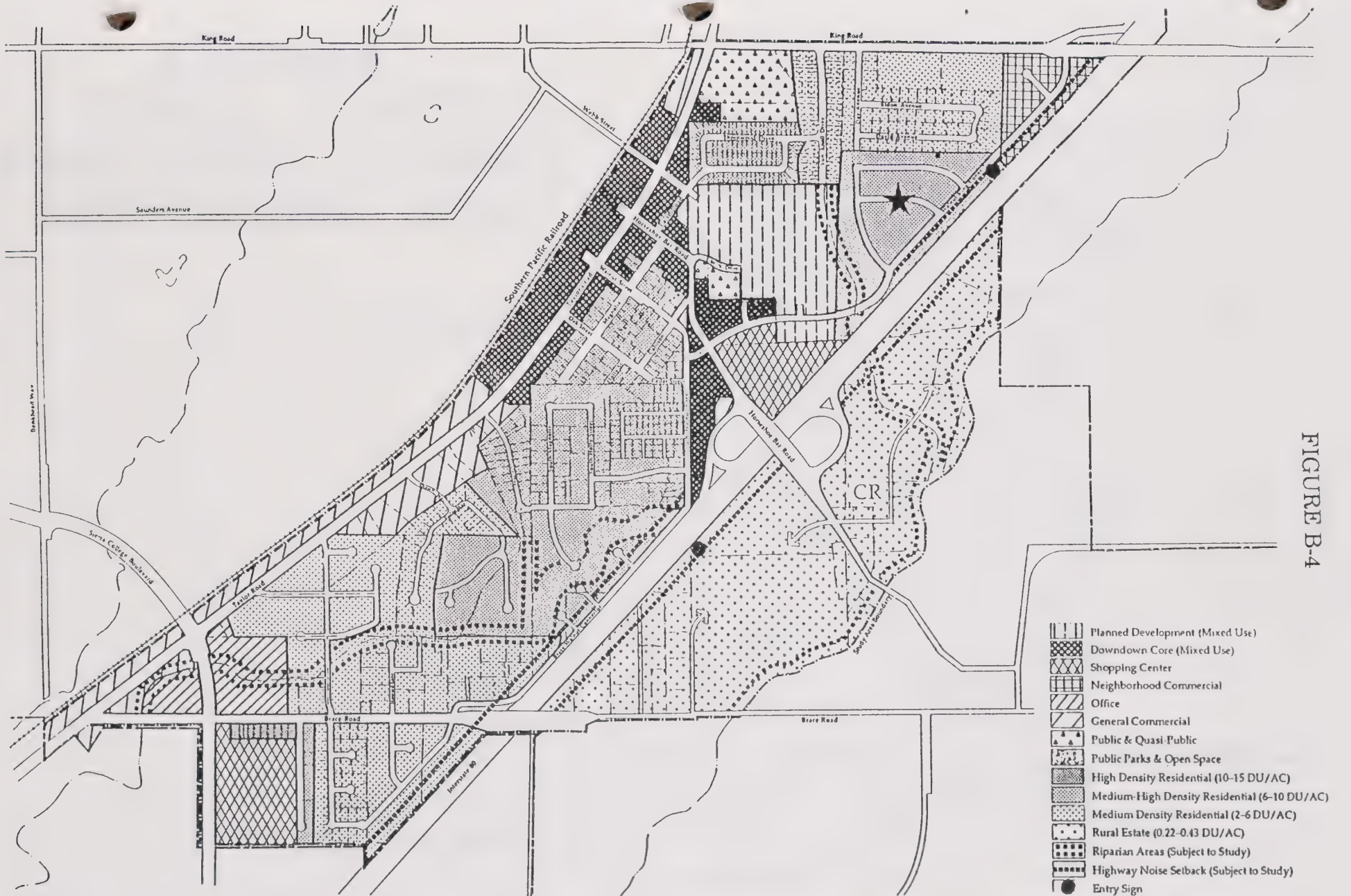


FIGURE B-4

LAND USE PLAN LOOMIS TOWN CENTER MASTER PLAN TOWN OF LOOMIS, CALIFORNIA

CALTHORPE ASSOCIATES
SAN FRANCISCO, CALIFORNIA

MINTIER & ASSOCIATES
DEAKIN, HARVEY, SKABARDONIS
MOORE IACOFANO GOLTSMAN

- Planned Development (Mixed Use)
- Downtown Core (Mixed Use)
- Shopping Center
- Neighborhood Commercial
- Office
- General Commercial
- Public & Quasi-Public
- Public Parks & Open Space
- High Density Residential (10-15 DU/AC)
- Medium-High Density Residential (6-10 DU/AC)
- Medium Density Residential (2-6 DU/AC)
- Rural Estate (0.22-0.43 DU/AC)
- Riparian Areas (Subject to Study)
- Highway Noise Setback (Subject to Study)
- Entry Sign
- CR Commercial Reserve
- Special Medium High Residential Area (6-8 DU/AC)



LOOMIS TOWN CENTER PROPOSED ZONING NOVEMBER 1992

NOTE: CREEK LOCATIONS/SETBACKS
ARE APPROXIMATE.

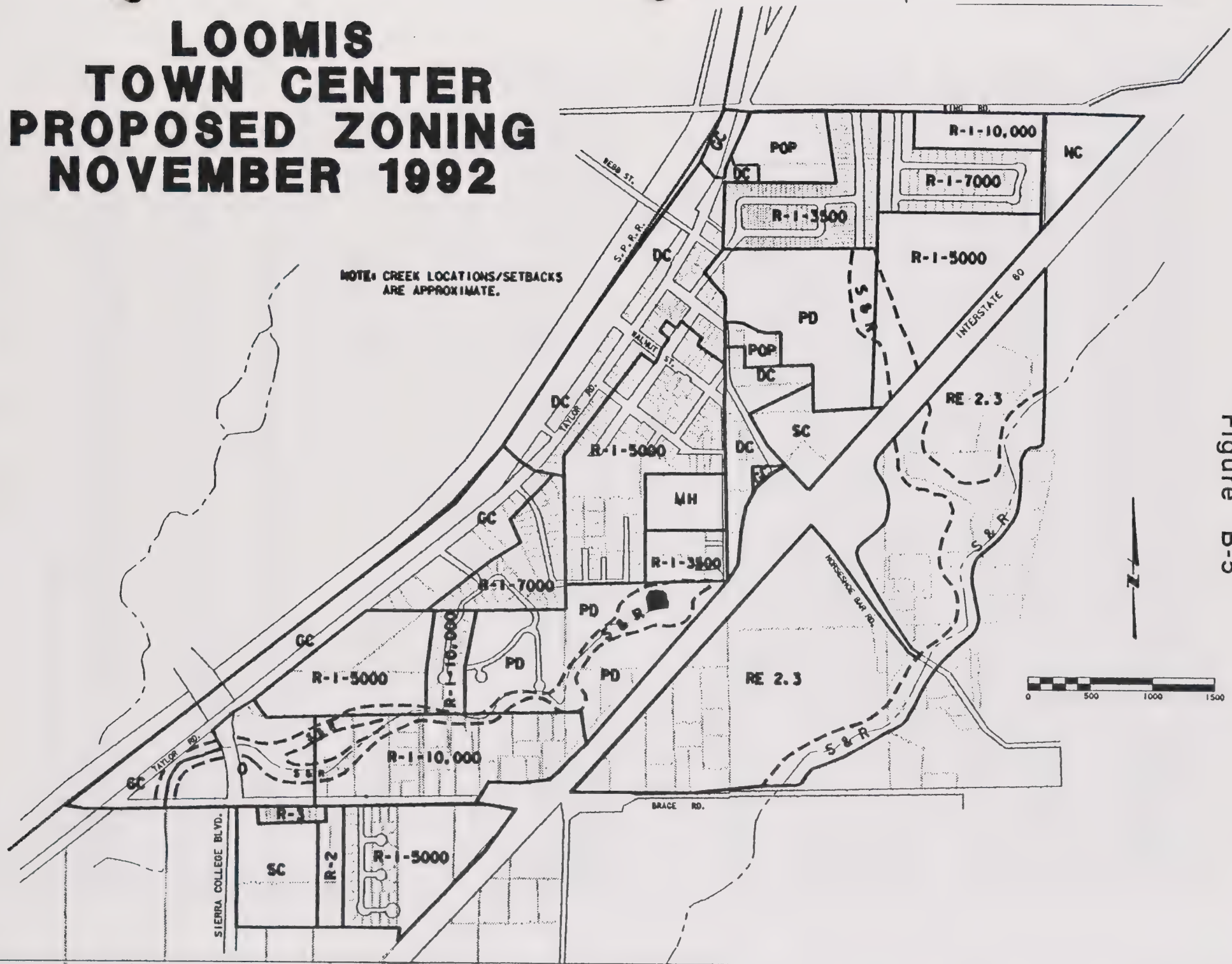


Figure B-5

Public/Quasi-Public Uses , Parks and Open Space Planning overlays to the Master Plan's land use designations have been proposed to address the need for public/quasi-public uses (e.g., schools, community facilities, etc.), parks and open space. These overlays reflect the Town's preferences as to the types of land use for these areas, but do not commit the land to those particular uses; nor do these overlays restrict the underlying land uses per se.

Expanded development of public/quasi-public uses to create a Town Center from the existing library and Memorial Hall is part of this overlay designation. The Plan suggests facilities such as additional offices, meeting facilities, library expansion and postal facilities. There is currently one elementary school within the Master Plan area. Although sites are being considered for new school facilities within the Town of Loomis, no additional land has been designated for schools within the Master Plan area.

Much of the environmentally sensitive habitat (e.g., wetlands, streams, heritage trees and granite outcroppings, etc.) is situated in areas designated by the Master Plan as commercial or residential. These sensitive areas, along with land the Town determines suitable for public/quasi-public uses or parks and open space, will be converted as such through the Town's implementation of this overlay tool. Planned areas contain varying degrees of active and passive uses. Because limited flat, undeveloped land with few environmental constraints exists north of the freeway, opportunities for expansive active recreation facilities (e.g., baseball and soccer fields) are limited.

Commercial Reserve A portion of the Plan area, which lies south of the freeway, has been assigned a designation of Rural Estate with a portion reserved for future commercial development and a community park site.

Buildout Potential

It is anticipated that Loomis will experience population growth as the Sacramento Metropolitan Region continues to offer desirable business and development opportunities. The Town Center Master Plan offers central Loomis a design alternative to present development patterns under the Town's existing General Plan. This section provides a comparative analysis of the buildout potential of Loomis' Town Center under the existing General Plan and proposed Master Plan.

Buildout Assumptions

Assumptions which are made as part of the buildout calculation are as follows:

- No existing structures will be lost.
- No changes will occur under the existing General Plan which will significantly affect the development of available parcels.
- The Master Plan will be successfully implemented.
- Single-family dwelling units include single-family detached and single-family attached homes (townhomes).
- Multi-family units include apartments and duplexes; mobile homes are also included in this category since the persons-per-household multiplier for mobile homes is much closer to that of multi-family units than to single-family units.

General Plan Density Assumptions

Buildout calculations under the current General Plan are based on existing uses, total remaining available acreage, and density allowances for the various land use designations within the Town

Center area. Assigned residential densities are as stated in the Loomis General Plan; there are no density ranges in these land use categories.

Density assumptions for commercial land uses are consistent with the development intensity which has historically occurred within the Town Center area. Although Loomis' zoning ordinance permits 100% lot coverage for commercial uses, development at this intensity would not permit space for parking, driveways or landscaping on the lot. By assuming 25% lot coverage for commercial development, buildout figures more accurately reflect the growth that is likely to occur within the Town Center area. Office professional acreage is combined with commercial acreage applying the same density assumptions.

ASSUMED DENSITIES UNDER EXISTING GENERAL PLAN:

| | |
|---------------------------------------|-----------------------|
| <i>Rural Estate</i> | .43 du/acre |
| <i>Low Density Residential</i> | 1 du/acre |
| <i>Low Density Residential</i> | 2 du/acre |
| <i>Medium Density Residential</i> | 4 du/acre |
| <i>Medium Density Residential</i> | 6 du/acre |
| <i>High Density Residential</i> | 10 du/acre |
| <i>Commercial/Office Professional</i> | .25 building coverage |

Master Plan Density Assumptions

In order to estimate the number of residential units or square feet of commercial and office space under buildout of the proposed Master Plan, slightly different assumptions were made. This report utilizes Calthorpe Associates' statistical summary of the proposed Plan's new development; the summary assumes densities, within the specified ranges stated in the Master Plan, which are consistent with the intensity of existing development proximate to the sites. For example, infill areas surrounded by substantial development are expected to buildout at relatively low densities as compared with undeveloped areas ≥ 1 acre.

Additionally, buildout calculations are based on the assumption that few carriage homes will actually be built. If carriage homes are actually constructed as part of a development project, growth projections for that area of the Town Center will be approximately 50 percent greater per lot, based on a person-per-household figure of 2.86 persons (see Table B-4).

The following assumptions are used in combination with a structure count compiled during Calthorpe's onsite inventory of existing units. This combination is intended to portray the buildout scenario as accurately as possible.

ASSUMED DENSITIES OR F.A.R.¹ UNDER PROPOSED MASTER PLAN:

| | |
|--|---------------------------|
| <i>Rural Estate</i> | .375 du/acre ² |
| <i>Medium Density Residential</i> | 3.4 du/acre |
| <i>Medium-High Density Residential</i> | 8 du/acre |
| <i>High Density Residential</i> | 10 du/acre |
| <i>Downtown Core</i> | 0.35 |
| <i>Shopping Center</i> | 0.25 |
| <i>Neighborhood Commercial</i> | 0.20 ² |
| <i>General Commercial</i> | 0.09 ² |
| <i>Office</i> | 0.30 ² |

¹ F.A.R. or Floor Area Ratio is the ratio of permitted floor area to net parcel area.

² Ratios are slightly lower than specified in the Plan since calculations are performed using gross, rather than net, parcel area.

Residential Buildout Comparisons

Based upon the above assumptions, the following is a comparison of buildout scenarios under the existing General Plan and the proposed Master Plan. The differences in density distribution, dwelling unit types and population growth are discussed.

Table B-1 provides a breakdown of the number of existing and projected dwelling units under the General Plan and Master Plan. These numbers serve as the basis for comparison of impacts resulting from differences in residential unit distribution and population under each scenario.

The number of dwelling units upon buildout within the Town Center area under the existing General Plan compares to that under the proposed Master Plan is illustrated in Table B-2.

Table B-1
DISTRIBUTION OF DWELLING UNITS
SINGLE-FAMILY AND MULTI-FAMILY

| | <u>General Plan</u> | <u>Master Plan</u> |
|-----------------------|---------------------|--------------------|
| <u>Existing Units</u> | | |
| SF | 294 | 294 |
| MF | 286 | 286 |
| <u>New Units</u> | | |
| SF | 603 | 737 |
| MF | 171 | 0 |
| TOTAL UNITS | 1,354 | 1,317 |

Table B-2
BUILDOUT COMPARISON OF DWELLING UNITS

| <u>Land Use Designation</u> | <u>General Plan</u> | <u>Master Plan</u> |
|-----------------------------|---------------------|--------------------|
| Single-family Homes | 897 | 1,031 |
| Multi-family Homes | 457 | 286 |
| TOTAL UNITS | 1,354 DUs | 1,317 DUs |

If land development continues under the designations indicated in the existing General Plan, maximum buildout will result in 1,354 dwelling units in the Town Center area. This figure represents a 205 percent increase in single-family units and a 60 percent increase in multi-family units over existing housing stock. Under the proposed Master Plan, development would produce 37 fewer dwelling units, or 1,317 total units under full buildout of the Plan. Under this scenario, a 251 percent increase in single-family units would occur with no increase in the number of multi-family units.

Office Professional and Commercial Buildout Comparisons

The amount of square feet for office and commercial retail space upon buildout within the Town Center area under the existing General Plan compares to that under the proposed Master Plan in Table B-3 as follows:

**Table B-3
BUILDOUT COMPARISON OF SQUARE FEET¹**

| <u>Land Use Designation</u> | <u>General Plan</u> | <u>Master Plan</u> |
|-----------------------------|---------------------|------------------------|
| Office Professional | N/A ² | 179,000 |
| Commercial | 864,666 | 1,052,000 ³ |
| TOTAL SQUARE FEET | 864,666 | 1,231,800 |

¹ based upon minimum commercial FARs in undeveloped areas; in developed and partially developed areas, numbers based on infill potential on particularly large lots.
² included in the calculations for commercial square footage.
³ includes Downtown Core commercial, shopping center, neighborhood commercial and general commercial uses.

The development potential for total office professional and commercial development varies with each scenario. As shown above, buildout under the existing General Plan would provide 864,666 square feet of space; 1,231,800 square feet of space would be available for potential development under the proposed Master Plan.

Population Buildout Comparisons

In order to determine the significance of impacts as a result of population increase, the number of residents resulting from each buildout scenario was calculated based on total dwelling units and dwelling unit types. These figures were then compared to the existing population figure of 1,413 residents within the Town Center area which was estimated using the same method.

To project existing and future buildout populations, figures were obtained from the State Department of Finance's May 1992 Report which distinguishes household size by dwelling unit type. The Census provides figures for specific dwelling types (e.g., single-family attached, single-family detached, 2-4 plexes, apartments with 5-9 units, mobile homes, etc.).

Because the distribution of various dwelling types that will be constructed is unknown, person-per-household multipliers for single-family dwelling unit types were averaged as were those for the multi-family units. No figures were included for multi-family projects greater than 19 units, since none exist within the Town Center area. Mobile homes were included in the multi-family category since the number of persons per household is more consistent with that of multi-family than of single-family developments. Population figures are derived from the multipliers stated in Table B-4 on the following page.

Table B-4
LOOMIS' POPULATION PER HOUSEHOLD
BY DWELLING UNIT TYPE¹

| <u>Dwelling Unit Type</u> | <u>Persons per Household²</u> |
|---------------------------|--|
| Single-Family | 2.86 |
| Multi-Family | 2.00 |

¹ Source: California Department of Finance 1991 Summary Tape File 1A report.
² Averaged SF Detached (3.01pph) and SF Attached (2.66 pph); averaged MF 2 units (2.52 pph), MF 3-4 units (2.0 pph), MF 5-9 units (1.50 pph) and MF 10-19 units (2.0 pph); there are no MF projects >19 units.

Table B-5 shows the population holding capacity which results from applying the population per unit estimates in Table B-4 above to existing and projected dwelling unit estimates shown in Table B-2. The final column indicates the actual population resulting from housing stock occupancy of 95 percent, assuming an overall vacancy rate of 5 percent.

Table B-5
ESTIMATED POPULATION HOLDING CAPACITY

| | HOLDING CAPACITY | TOTAL WITH VACANCY* |
|-----------------------|-------------------------|----------------------------|
| General Plan Buildout | 3,479 | 3,305 |
| Master Plan Buildout | 3,521 | 3,345 |

* assumes a 5 percent vacancy rate

As shown above, buildout of the Town Center area under the existing General Plan would result in a population of 3,305 residents. This figure represents an increase over existing population conditions of 134 percent. By comparison, buildout under the proposed Master Plan would increase the present population to 3,345, which represents an overall increase of 137 percent.

Buildout Analysis

The proposed density distribution of residential development represents little change in the overall number of residents or dwelling units for the Town Center area. As a whole, the buildout figures indicate moderate growth potential for the Town Center area in the residential and office/commercial sectors with either alternative. As compared to buildout under the General Plan, potential impacts resulting from a new density pattern under the proposed Master Plan stem not from greater population growth but from reallocation of density requirements.

Although consistent with the General Plan's land use policy to "promote a residential environment consisting primarily of single-family dwellings", the major impact resulting from implementation of the proposed Master Plan is a shift in distribution of residential dwelling types. By implementing the Master Plan, the total number of single-family units will be 15 percent more and the total number of multi-family units will be 36 percent less than under buildout of the existing General Plan. This change could result in a lack of affordable housing since multi-family units, which would be built under the

General Plan, are typically more affordable than single-family homes. The effect could be offset, however, if the intent and standards of the Master Plan are implemented through the development of smaller single-family homes and especially through the construction of carriage homes (i.e., second units).

In comparing the two plans, a significant difference in the amount of commercial and office professional development is anticipated. Potential for these types of development under the Master Plan could be as much as 42 percent higher than under the General Plan, given minimal differences in population totals.

Recognizing that buildout assumptions and calculations are based on incomplete information, the development potential reflected in the above analysis serves simply as a guide to assessing possible growth impacts if the proposed project is implemented. Whether the potential for this growth will be fully realized depends on the state and local economic climates, development trends in neighboring jurisdictions, and the Town's ability to effectively implement the Plan.

Impacts

CONSISTENCY WITH RELEVANT PLANS AND POLICIES

The first general planning efforts in this area were by Placer County through the Loomis Basin General Plan. The Loomis Basin General Plan was originally adopted in 1964 and revised in 1975; the Plan was intended to provide a broad framework for orderly growth of the Loomis Basin area until 1990. The current Loomis General Plan was adopted by the Town Council in 1987 after incorporation of the Town; this Plan provides a basic framework for the Loomis Town Center Master Plan. The General Plan's goals and policies are directed toward maintaining orderly growth and preserving the Town's rural character by broadly defining development patterns and community objectives. The General Plan also serves to improve circulation patterns which will promote safety, efficiency, and sound land use, while protecting its natural environment and conserving geologic and vegetative resources.

The Master Plan provides a more detailed level of planning in area-specific fashion. The Plan's objectives are aimed at: 1) maintaining the small town character of Loomis; 2) emphasizing pedestrian-oriented activities which will meet the Town's needs; 3) revitalizing the business district along Taylor Road; 4) providing a major supermarket accessible to residents and freeway travellers; 5) protecting the Town's natural resources; 6) establishing a civic center; and 7) providing a range of employment and housing opportunities.

Town Zoning Ordinance

The current zoning ordinance is being written for the entire Town. Since the Master Plan will be incorporated as an element of the General Plan, it will be necessary to include the land use designations and design standards set forth in the Master Plan in order for the Zoning Ordinance and the General Plan to remain consistent with each other.

Loomis General Plan

Overview of the Plan - State law requires that the Loomis Town Center Master Plan be consistent with the General Plan. To this end, the Town has chosen to adopt the Master Plan as a General Plan element, revising the other elements, where necessary, to ensure consistency. The following is an assessment of the General Plan's goals and policies, relevant to the proposed Master Plan, and a determination of their consistency with each other.

Project's Consistency with the General Plan

LAND USE ELEMENT

The current Land Use Element emphasizes the overall distribution of various land uses in terms of location, area, and density as well as the relationship between the designated uses. Land uses are categorized into four broad uses: residential, commercial, industrial, and open space/recreation.

Concurrent with the adoption of the Loomis Town Center Master Plan, the General Plan Land Use Element's goals and policies should be revised, where applicable, to ensure that the General Plan and Master Plan are consistent with each other. The following includes additional recommendations which will help to achieve this objective.

Residential classifications should be augmented to establish a continuous range of densities in the General Plan's land use designations. New designations/classifications should be added and described which are consistent with the Town Center Master Plan's designations/classifications. Additionally, the General Plan Land Use Map should be amended to reflect new land use designations and to reflect the distribution of land uses shown in the Town Center Master Plan.

CIRCULATION ELEMENT

The General Plan seeks circulation improvements that maintain safety and efficiency, promote sound land use, protect and enhance the environment, and conserve natural geological features and trees. Policies intend to reduce reliance on automobiles and on existing arterials. Policies also seek to maintain Loomis' rural character by encouraging tree plantings along roads, retaining natural features, minimizing pavement widths and allowing streets without sidewalks, curbs, or gutters. Additions or amendments should be made to existing goals and policies, as necessary, to ensure that the Master Plan and Circulation Element are consistent with each other.

Other changes in the Element should include revision to the roadway classification system and standards which include street cross sections consistent with the Master Plan; traffic signal locations will require changes to coincide with changes made in reconfiguring the street system. Additionally, the Circulation Plan Diagram will need to be changed to show the new roadway classification system and circulation plan of the Master Plan. The list of future circulation improvements should be consistent with the revised Circulation Plan Diagram.

HOUSING ELEMENT

The Loomis Housing Element provides an overall action program that aims to provide safe, decent and sanitary housing for all residents. Background discussion of residential land uses and density requirements will require revision to show consistency with the Master Plan. The Element's goals, policies, and implementation measures which concern housing types and densities in the Downtown Core Area will also need to be modified to reflect the Master Plan objectives.

OPEN SPACE, RECREATION AND CONSERVATION ELEMENTS

The General Plan's list of proposed future recreational facilities should be revised to be consistent with the Public/Quasi-Public and Parks and Open Space overlays of the Town Center Master Plan.

NOISE ELEMENT

There will be a need to develop future noise contours based on the revised Circulation Plan and projected traffic volumes, as shown on the revised Land Use Diagram. Goals, policies and implementation measures will also require changes based on future noise contours and land use pattern. Discussion should be added with regard to the use of walls and berms for freeway noise mitigation.

Level of significance: If the amendments are made, as discussed above, the Master Plan will be consistent with the General Plan and the impact will be less-than-significant.

LAND USE COMPATIBILITY

Compatibility of land uses is discussed here with regard to its physical and social aspects. Such compatibility issues are often subjective in their nature, involving economic, aesthetic and ethical values. While these intangibles do not constitute impacts, as defined by CEQA, they are an important part of the land use discussion.

The land use compatibility issues raised with respect to implementation of the Loomis Town Center Master Plan involve potential internal land use conflicts, impacts of development on adjacent lands, and the impact from change in character of the land as a result of the proposed development.

Potential Conflict between Residential and Commercial Uses

The pedestrian-oriented aspect of the Master Plan permits easy access on foot between the Downtown Commercial District and nearby residential neighborhoods. Although this will result in reduced dependence on auto travel for those who live nearby, promotion of commercial activity along the Taylor Road shopping district will increase incoming traffic from other areas. Noise resulting from increased activity in the Downtown commercial area will potentially affect residents in adjacent neighborhoods.

Similarly, the development of a 14±-acre Shopping Center at Sierra College Boulevard and Brace Road creates the potential for significant impacts on nearby residents resulting from increased noise and traffic. Although located within comfortable walking distance of nearby medium-density residences and offices, the Shopping Center will primarily draw its business from a high volume of auto travellers along Sierra College Boulevard.

Neighborhood commercial development, situated in the northeast portion of the Master Plan area, will be small in scale but will generate some noise from traffic and commercial activity which may be incompatible with adjacent residential development to the east. The south and western edges of this development border Interstate 80 and is bounded on the north by King Road; the traffic impacts and noise generated from the project are uses not considered to be incompatible with one another.

Potential Impact from Commercial Development Adjacent to I-80

The Master Plan calls for the development of a Shopping Center in the northeast corner of the Horseshoe Bar Road/I-80 intersection. The types of businesses which are scheduled for this center are auto-oriented uses, although within comfortable walking distance of nearby residential neighborhoods and offices; they are not intended to compete with the pedestrian-oriented specialty shops along Taylor Road's "main street" commercial district. It can be expected, however, that traffic exiting the freeway to patronize businesses in the Shopping Center will increase the amount of visitors to the Taylor Road commercial corridor and to the Plan area in general. This land use would be compatible with adjacent highway corridors and nearby office and commercial development.

Potential Impact of Change in the Area's Character due to Increased Density and Infill Development

Development of the Plan will result in expansion of already existing uses within the area. Residential, commercial and civic facilities will continue to develop within the site's infill areas. The general character of the area will not change but will intensify. Certain qualities of the area will change due to specific design standards which are expected to enhance the Downtown Core in terms of its architectural appeal. Emphasis on the Town's historical assets along with consistency in design will serve to mitigate the effects of increased density and infill development.

Potential Impact of Development of the Urban Reserve

There are currently no plans to develop the Urban Reserve area at a density higher than what is allowed under the existing General Plan. At such time when a study is completed showing that conditions justify commercial development of this south area, impacts on the surrounding land uses will be evaluated and appropriate mitigation can be considered at that time.

Town Center Master Plan EIR Amendment

Potential Impact from Overlay Designation

Assignment of a "planning overlay" for parks and open space to land which has an underlying designation of Commercial or Residential has the potential to increase impacts from noise and traffic by weakening the protection afforded by predetermined buffer zones or open space areas. However, projects will have to comply with General Plan's Noise and Circulation Elements which will help to mitigate project impacts.

Additionally, the overlay designation will permit development of land which, under the current General Plan, is set aside for parks and open space (e.g., Gates and Kimm properties). Although the Town will make individual determinations as to what land may be designated for parks and open space, the overlay designation does not commit the Town or any other public agency to use the land for these purposes.

Level of significance: Impacts are considered to be potentially significant.

Mitigation Measures

Proposed mitigation measures relate primarily to zoning ordinance changes and General Plan amendments, as discussed earlier in this section, which will ensure their consistency with the Town Center Master Plan.

Although impacts are not considered significant, recommended mitigation measures are as follows:

- Implementation of the Plan's Design Guidelines will help mitigate visual impacts of the change in densities and development within the Town Center area.
- Impact mitigation measures which pertain to circulation, biological resources, water quality, air quality, and aesthetics are discussed in their respective sections of this document.
- Environmental documents should address and mitigate project-specific impacts as a condition of project approval.
- Adoption and implementation of the Town's Stream and Riparian Zone District will help meet the goals of the overlay designation for parks and open space.

Level of Significance after mitigation: Impacts will be less than significant.

TRANSPORTATION

The Traffic and Circulation study and analysis in the Loomis Town Center Master Plan area is provided by Psomas and Associates. This section of the Town of Loomis Master Plan EIR amendment includes revisions to the text and tables on pages 51-55 of the Draft EIR. In addition, the tables and figures found on pages 45, 46, 48, 49 have been revised and follow the text revisions.

The proposed Master Plan Circulation System was also evaluated using the projected P.M. peak hour traffic. The future Level of Service on the proposed street system is provided in Table C-9.

The growth of the surrounding region will affect Taylor Road and Sierra College Boulevard. The South Placer Traffic Model predicts this future regional traffic. This growth is reflected in the P.M. peak hour and average daily traffic reported in this study. Implementation of the Master Plan will result in the generation of approximately 48,200 additional daily trips.

Table C-8
PROPOSED PM PEAK HOUR
LEVELS OF SERVICE ON EXISTING STREETS

| <u>Intersection</u> | <u>Signal LOS</u> | <u>Warranted*</u> |
|---|-----------------------|-------------------|
| Horseshoe Bar Rd and Taylor Rd | F | Existing |
| Horseshoe Bar Rd and Horseshoe Bar/King connector | F | Yes |
| Horseshoe Bar Rd and Interstate 80 westbound ramps | D | Yes |
| Horseshoe Bar Rd and Interstate 80 eastbound ramps | D | Yes |
| King Rd and Taylor Rd | F | Existing |
| Sierra College Blvd and Taylor Rd | F | Existing |
| Sierra College Blvd and Brace Rd | E | Yes |
| * Traffic signal warranted based on peak hour warrant - rural. Full analysis of 8-hour traffic is recommended prior to implementation. | | |

Level of significance: The reduced service levels resulting from Plan implementation is considered a significant impact. The increased traffic volumes from buildout of the Master Plan will contribute to the cumulative traffic conditions of the area, representing a cumulatively significant impact.

Table C-9
PROJECTED PM PEAK HOUR
LEVELS OF SERVICE ON PROPOSED MASTER PLANNED STREETS

| <u>Intersection</u> | <u>Signal LOS</u> | <u>Warranted*</u> |
|--|-----------------------|-------------------|
| Horseshoe Bar Rd and Taylor Rd | D | Existing |
| Horseshoe Bar Rd and Horseshoe Bar/King connector | D | Yes |
| Horseshoe Bar Rd and Interstate 80 westbound ramps | B | Yes |
| Horseshoe Bar Rd and Interstate 80 eastbound ramps | B | Yes |
| King Rd and Taylor Rd | D | Existing |
| Sierra College Blvd and Taylor Rd | D | Existing |
| Sierra College Blvd and Brace Rd | B | Yes |
| * Traffic signal warranted based on peak hour warrant - rural. Full analysis of 8-hour traffic is recommended prior to implementation. | | |

CIRCLE DRIVE/S. WALNUT CONNECTION

A local street connection between Circle Drive and South Walnut Street would provide an alternate route for the Circle Drive neighborhood which currently has only one access, Circle Drive. Because it would be a circuitous route, it is unlikely that the connection would act as a short cut between Taylor Road and the Horseshoe Bar/I-80 areas.

The current level of development in the Circle Drive neighborhood produces about 500 vehicle trip ends, on an average day. Calthorpe has estimated enough vacant property in the Circle Drive neighborhood that, if developed at the medium high density single family density of 8 du per acre, would add an additional 100 dwelling units and an additional 950 trip ends per day. These additional trips would all use Circle Drive unless another access to the neighborhood were developed.

The directional distribution of Table C-7 indicates that approximately 40% of residential traffic uses I-80 to and from the west. Since the new connection would provide a shorter route to I-80, the assumption is reasonable that up to 40% of the traffic would use the new connector if it existed rather than continue to use Circle Drive. This assumption yields a distribution of 870 trips to Circle Drive and 580 trips to the new connector rather than all 1,450 trips using Circle Drive.

Taylor Road daily traffic would decrease by 580 trips per day and North Walnut would increase by 580 trips per day. Neither change would significantly affect either S. Walnut Street or Taylor Road. It is unlikely that any of area D (see Figure C-3) traffic would use the new connection unless their destination were in the vicinity of Circle Drive on Taylor Road. Other more direct routes are available in area D traffic to primary destinations.

Level of Significance: The establishment of a new connection between Circle Drive and South Walnut Street would not have a significant impact on traffic circulation. It would increase traffic on the east end of Circle Drive over existing levels, but not in excess of residential neighborhood standards. This impact is considered less than significant.

Mitigation Measures

INCREASED TRAFFIC VOLUMES

Implementation of the Master Plan circulation is intended to provide the capacity needed to accommodate future growth, to promote safe and efficient traffic, and to facilitate pedestrian circulation. In the Town of Loomis General Plan, this is expressed as a goal of providing Level of Service (LOS) C during peak periods. To provide satisfactory traffic operations, significant roadway improvements should be anticipated. Along with the Master Plan improvements, the following improvement measures will be required to improve circulation within the plan area to acceptable service levels. Table C-10, on the following page, shows the mitigated PM peak hour LOS after the installation of these improvements.

Horseshoe Bar Road

- The northbound approach at Taylor Road requires one lane each for left and right turns as well as one through lane.
- From eastbound I-80 ramp to westbound I-80 ramp, widen freeway bridge to add left turn lanes.
- From westbound I-80 ramp to Connector Road, add one lane each direction and left turn lanes at North Walnut. The outside through lane each direction turns to a right turn only lane at the freeway ramp and the Connector Road. The southbound approach at North Walnut requires two through lanes.
- The southbound approach of the King connector road requires two left turn lanes at Horseshoe Bar Road.
- Bike lanes required all sections.

Sierra College Boulevard

- From Granite Drive to north of Taylor Road, add one through lane each direction plus left and right turn lanes at Brace Road and Taylor Road. Bike lanes required.

Taylor Road

- From south of Sierra College Boulevard to Horseshoe Bar Road, add one lane in each direction. Because of numerous driveways, two way turn lane required. Two left turn lanes are required at Sierra College Boulevard. Bike lanes required.
- From Horseshoe Bar Road to King Road, add one lane each direction plus turn lanes at intersections. Bike lanes required.

Table C-10
MITIGATED PM PEAK HOUR LEVELS OF SERVICE

| <u>Intersection</u> | <u>LOS</u> |
|--|------------|
| Horseshoe Bar Rd and Taylor Rd | C |
| Horseshoe Bar Rd and Horseshoe Bar/King connector | B |
| Horseshoe Bar Rd and Interstate 80 westbound ramps | B |
| Horseshoe Bar Rd and Interstate 80 eastbound ramps | B |
| King Rd and Taylor Rd | C |
| Sierra College Blvd and Taylor Rd | B |
| Sierra College Blvd and Brace Rd | C |

Significance after mitigation: Implementation of the proposed Master Plan roadway improvements and the above mitigation will reduce impacts to a less-than-significant level.

TRAFFIC REDUCTION

Satisfactory service levels, a measure of circulation efficiency, are an indicator of the effectiveness of the roadway improvement mitigation measures suggested. However, the addition of an estimated 48,200 daily trips generated by Plan implementation is significant, regardless of the levels of service on the community's roadway system. The most effective way of improving traffic congestion, as well as a significant means of reducing air quality impacts, is to reduce the number of daily vehicle trips, most of which are short distance trips within the community. During review of plans, the Town should require that projects address vehicle trip reduction measures.

Reduce daily traffic volumes

- The design of the street and trail system in the core area, as presented in the Plan, should ease congestion and provide easier pedestrian access to all areas of downtown.

Town Center Master Plan EIR Amendment

- The installation of bicycle lanes will be required along major roadways. Increased accessibility and a safer riding area should encourage greater bicycle use.
- Either the establishment of a direct Rocklin/Roseville transit service originating in Loomis or expansion of the present limited Placer County Transit service would provide an alternate means to connect with the Roseville RUSH connection to the RT at Watt Avenue or the Roseville Commuter Service system for the Sacramento commute. The Town of Loomis could establish an incremental funding mechanism for such a transit service.
- The present park-and-ride facility should be expanded and/or additional facilities provided near I-80 accesses.
- It should be required that commercial developers and homeowners associations, in the larger residential developments, establish a ride reduction program and disseminate information on carpooling/vanpooling/ridesharing to their respective employees and residents.

Significance after mitigation: The incremental implementation of these measures as the Plan area builds out will reduce the impacts of traffic volumes due to Master Plan development to a level of less-than-significant.

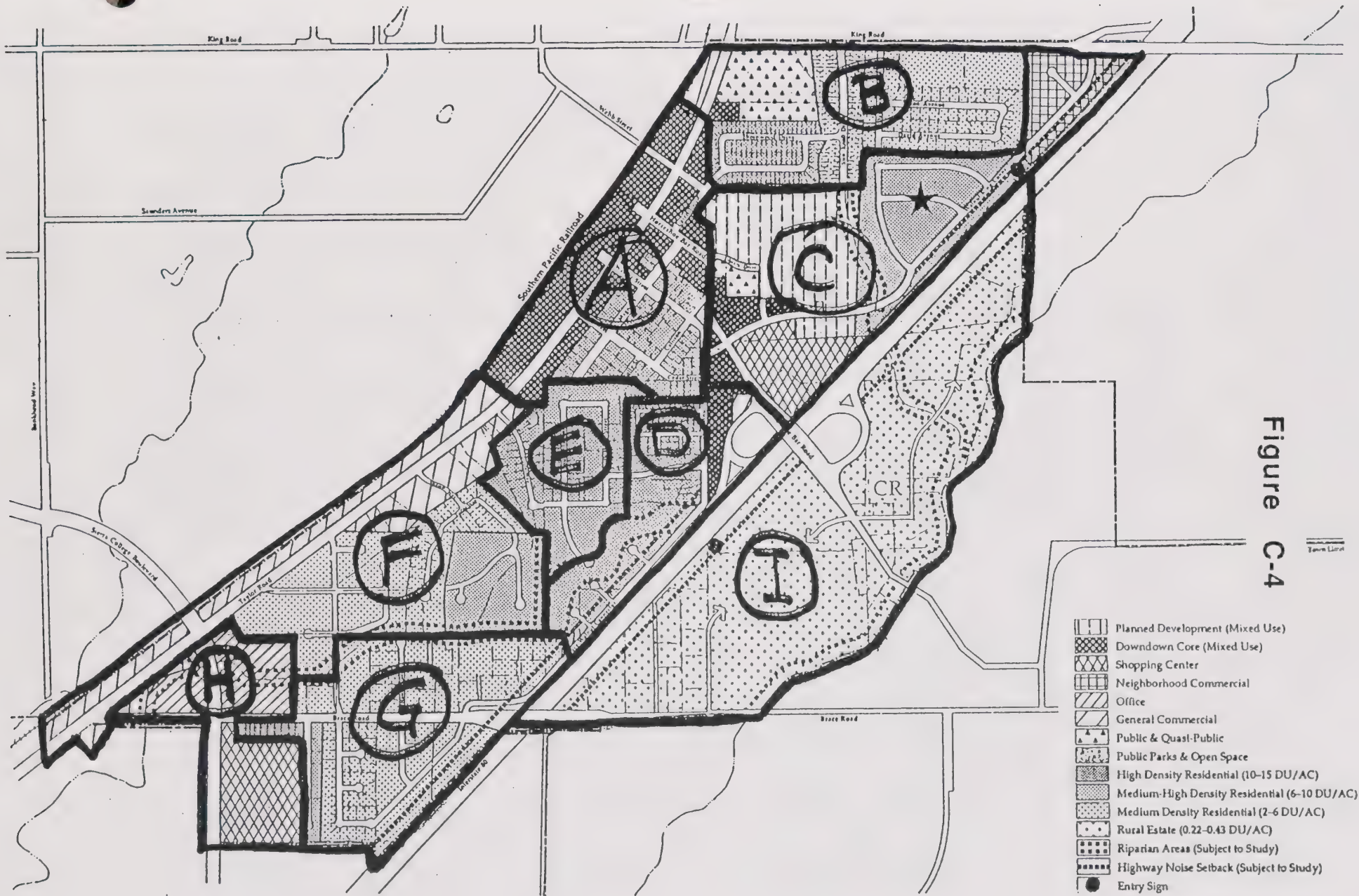


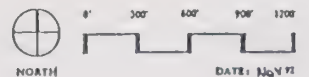
Figure C-4

- Planned Development (Mixed Use)
- Downtown Core (Mixed Use)
- Shopping Center
- Neighborhood Commercial
- Office
- General Commercial
- Public & Quasi-Public
- Public Parks & Open Space
- High Density Residential (10-15 DU/AC)
- Medium-High Density Residential (6-10 DU/AC)
- Medium Density Residential (2-6 DU/AC)
- Rural Estate (0.22-0.43 DU/AC)
- Riparian Areas (Subject to Study)
- Highway Noise Setback (Subject to Study)
- Entry Sign
- Commercial Reserve
- Special Medium-High Residential Area (6-8 DU/AC)

LAND USE PLAN LOOMIS TOWN CENTER MASTER PLAN TOWN OF LOOMIS, CALIFORNIA

CALTHORPE ASSOCIATES
SAN FRANCISCO, CALIFORNIA

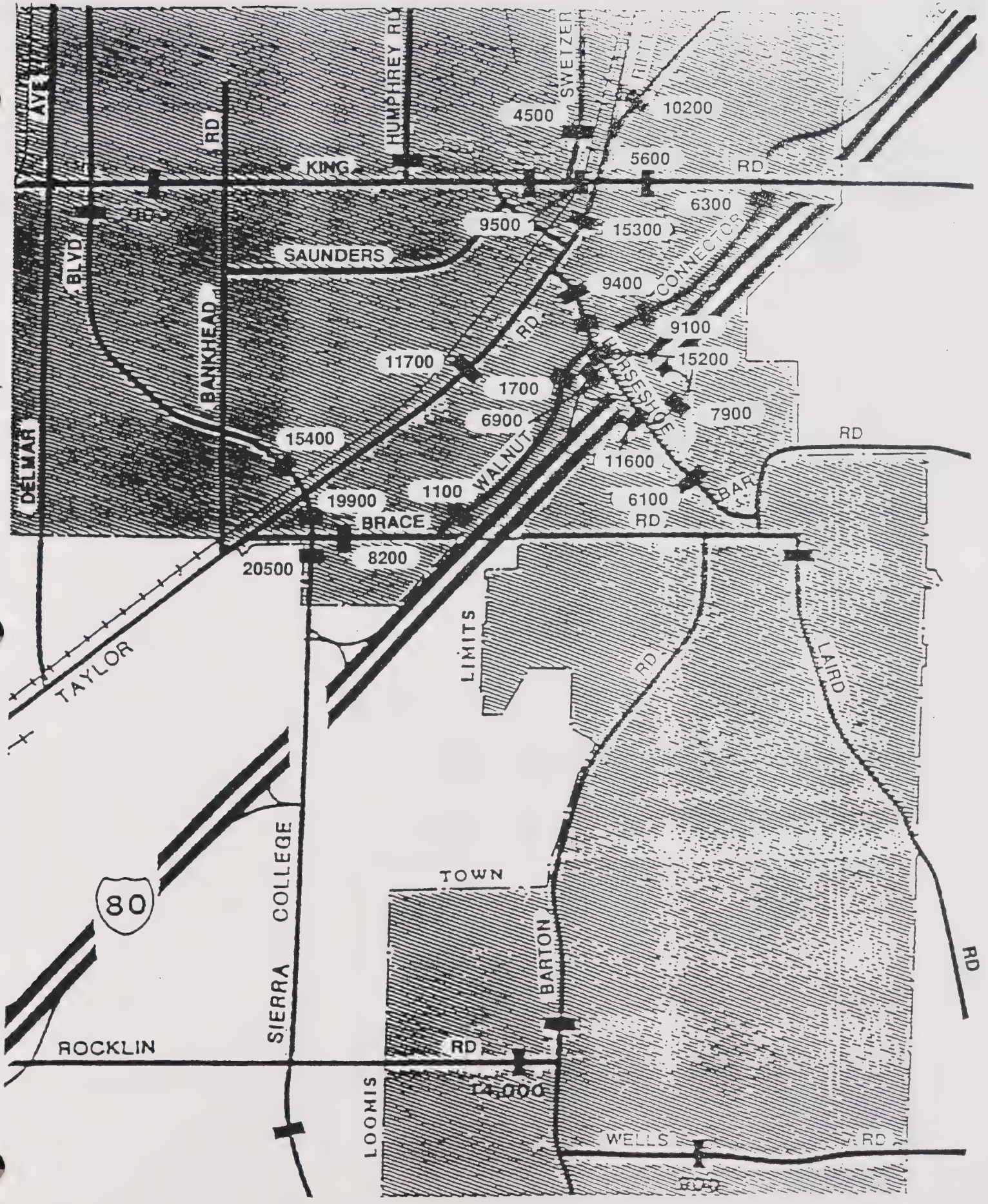
MINTIER & ASSOCIATES
DEAKIN, HARVEY, SKABARDONIS
MOORE IACOFANO GOLTSMAN



**Table C-5
LAND USE AND VEHICLE TRIPS**

| B | C | D | E | F | G | H |
|----------------------------------|----------|----------|--------------|--------|-------------|--------|
| DWELLING UNITS OR SQUARE FOOTAGE | | | | | | |
| AREA | USE | EXISTING | GENERAL PLAN | | MASTER PLAN | |
| | | | NEW | TOTAL | NEW | TOTAL |
| A | SF | 70 | 25 | 95 | 70 | 140 |
| | MF | 0 | 0 | 0 | 0 | 0 |
| | RET COMM | 85000 | 85000 | 150000 | 85000 | 150000 |
| | OFF COMM | 85000 | 85000 | 150000 | 85000 | 150000 |
| B | SF | 193 | 30 | 223 | 30 | 223 |
| | MF | 0 | 0 | 0 | 0 | 0 |
| | RET COMM | 0 | 0 | 0 | 0 | 0 |
| | OFF COMM | 0 | 0 | 0 | 0 | 0 |
| C | SF | 0 | 125 | 125 | 210 | 210 |
| | MF | 0 | 0 | 0 | 45 | 45 |
| | RET COMM | 0 | 250000 | 250000 | 240000 | 240000 |
| | OFF COMM | 5000 | 250000 | 255000 | 156000 | 161000 |
| D | SF | 5 | 30 | 35 | 95 | 100 |
| | MF | 55 | 0 | 55 | 0 | 55 |
| | RET COMM | 0 | 0 | 0 | 18000 | 18000 |
| | OFF COMM | 5000 | 32000 | 37000 | 15000 | 20000 |
| E | SF | 50 | 50 | 100 | 100 | 150 |
| | MF | 0 | 0 | 0 | 0 | 0 |
| | RET COMM | 0 | 0 | 0 | 0 | 0 |
| | OFF COMM | 0 | 0 | 0 | 0 | 0 |
| F | SF | 102 | 100 | 202 | 155 | 257 |
| | MF | 0 | 0 | 0 | 0 | 0 |
| | RET COMM | 5000 | 50000 | 55000 | 100000 | 105000 |
| | OFF COMM | 5000 | 50000 | 55000 | 20000 | 25000 |
| G | SF | 65 | 200 | 265 | 160 | 225 |
| | MF | 10 | 0 | 10 | 0 | 10 |
| | RET COMM | 0 | 0 | 0 | 0 | 0 |
| | OFF COMM | 0 | 0 | 0 | 0 | 0 |
| H | SF | 0 | 0 | 0 | 0 | 0 |
| | MF | 0 | 0 | 0 | 0 | 0 |
| | RET COMM | 3000 | 35000 | 38000 | 145000 | 148000 |
| | OFF COMM | 0 | 44000 | 44000 | 110000 | 110000 |
| I | SF | 30 | 30 | 60 | 30 | 60 |
| | MF | 0 | 0 | 0 | 0 | 0 |
| | RET COMM | 0 | 0 | 0 | 0 | 0 |
| | OFF COMM | 0 | 0 | 0 | 0 | 0 |
| TOTALS | SF | 515 | 590 | 1105 | 850 | 1365 |
| | MF | 65 | 0 | 65 | 45 | 110 |
| | RET COMM | 73000 | 420000 | 493000 | 588000 | 661000 |
| | OFF COMM | 80000 | 461000 | 541000 | 386000 | 466000 |
| TOTALS | SF | 515 | 590 | 1105 | 850 | 1365 |
| | MF | 65 | 0 | 65 | 45 | 110 |
| | RET COMM | 73000 | 420000 | 493000 | 588000 | 661000 |
| | OFF COMM | 80000 | 461000 | 541000 | 386000 | 466000 |

| M | N | O | P | Q | R |
|---------------------------|---------|---------|---------|---------|---------|
| TOTAL AVERAGE DAILY TRIPS | | | | | |
| EXISTING | G.P. | M.P. | ALT 3 | ALT 4 | |
| | | | | | |
| 665 | 902.5 | 1330 | 1330 | 1330 | |
| 0 | 0 | 0 | 0 | 0 | |
| 3900 | 9000 | 9000 | 9000 | 9000 | |
| 780 | 1800 | 1800 | 1800 | 1800 | |
| 1833.5 | 2118.5 | 2118.5 | 2118.5 | 2118.5 | |
| 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | |
| 0 | 1187.5 | 1995 | 1995 | 1995 | |
| 0 | 0 | 270 | 270 | 270 | |
| 0 | 15000 | 14400 | 14400 | 14400 | |
| 60 | 3060 | 1932 | 1932 | 1932 | |
| 47.5 | 332.5 | 950 | 950 | 950 | |
| 330 | 330 | 330 | 330 | 330 | |
| 0 | 0 | 1080 | 1080 | 1080 | |
| 60 | 444 | 240 | 240 | 240 | |
| 475 | 950 | 1425 | 1425 | 1425 | |
| 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | |
| 969 | 1919 | 2441.5 | 2441.5 | 2441.5 | |
| 0 | 0 | 0 | 0 | 0 | |
| 300 | 3300 | 6300 | 6300 | 6300 | |
| 60 | 660 | 300 | 300 | 300 | |
| 617.5 | 2517.5 | 2137.5 | 2137.5 | 2137.5 | |
| 60 | 60 | 60 | 60 | 60 | |
| 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | |
| 180 | 2280 | 8880 | 8880 | 8880 | |
| 0 | 528 | 1320 | 1320 | 1320 | |
| 285 | 570 | 570 | 380 | 475 | |
| 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 9000 | 6600 | |
| 0 | 0 | 0 | 1800 | 120 | |
| 4892.5 | 10497.5 | 12967.5 | 12777.5 | 12872.5 | |
| 390 | 390 | 660 | 660 | 660 | |
| 4380 | 29580 | 39660 | 48660 | 46260 | |
| 960 | 6492 | 5592 | 7392 | 5712 | |
| TOTAL | 10622.5 | 46959.5 | 58879.5 | 69489.5 | 65504.5 |
| 4892.5 | 5605 | 8075 | 7885 | 7980 | |
| 390 | 0 | 270 | 270 | 270 | |
| 4380 | 25200 | 35280 | 44280 | 41880 | |
| 960 | 5532 | 4832 | 6432 | 4752 | |
| 10622.5 | 36337 | 48257 | 58867 | 54882 | |

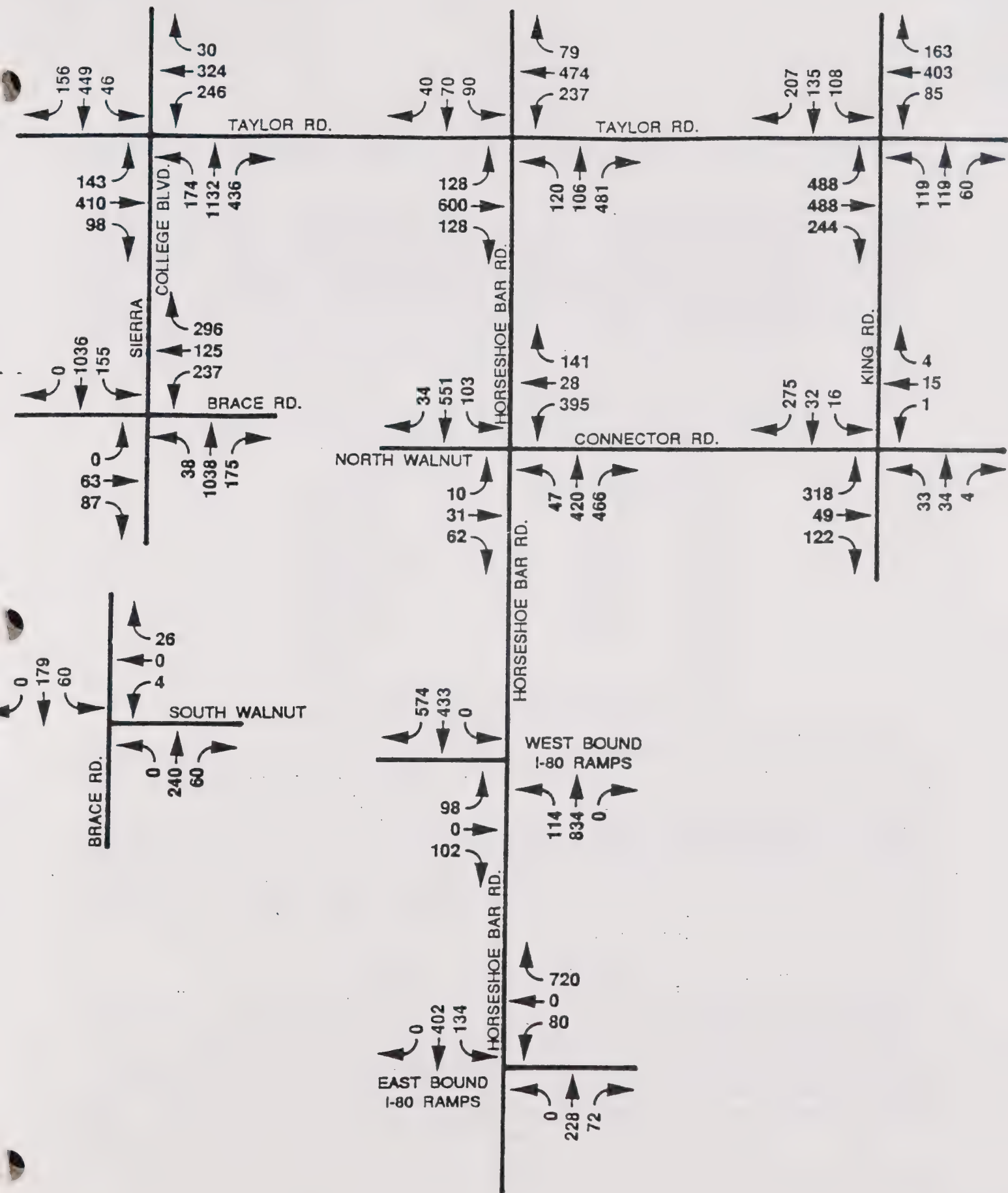


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LOOMIS TOWN CENTER MASTER PLAN
AVERAGE DAILY TRAFFIC
EXISTING plus MASTER PLAN

Rev.
Figure C-5



PSOMAS

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916/929-7100

LOOMIS TOWN CENTER MASTER PLAN
PM PEAK HOUR
EXISTING plus MASTER PLAN

Rev.
Figure C-6

AIR QUALITY

This section of the Town of Loomis Master Plan EIR amendment includes revisions to the text and tables in the Impacts section, pages 60-62 of the Draft EIR.

Due to construction scheduling, type of construction equipment used, weather conditions and site conditions, the amount of emissions generated from the site will vary from day to day. A good estimate of the categories and quantities of emissions generated could be obtained if some of these variables were known. The Compilation of Air Pollutant Emission Factors, AP-42 (latest edition) from the federal Environmental Protection Agency has provisions for projects where the types and numbers of heavy equipment are not available. The EPA recognizes that each project will vary, but has produced an emission rate table for such projects (Table D-3). The rates are based on an average 0.27 gallons of diesel fuel burned for every cubic yard of earth moved.

Table D-3
DIESEL CONSTRUCTION EQUIPMENT EMISSION RATES
(gm/cu.yd. material moved)

| <u>Pollutant</u> | <u>Emission Rate</u> |
|---|----------------------|
| Particulate | 2.6 |
| CO | 11.2 |
| ROG | 5.6 |
| NO _x | 42.9 |
| SO _x | 4.9 |
| PM ₁₀ | 1.2 ¹ |
| ¹ tons/acre of construction activity per month | |

At this time, the volume of material to be graded or excavated is not known, therefore the total quantity of emissions cannot be calculated.

Level of significance: These short-term emissions do not represent a significant impact when taken alone. However, Placer County is presently in a nonattainment status in meeting the State's air quality standards for ozone and particulate matters. Therefore, when taken cumulatively, these diesel emissions exacerbate the already existing problem. Therefore, any emissions generated, as a result of the project, are considered a significant adverse impact.

INCREASED VEHICLE EMISSIONS

It is anticipated that the increase in motor vehicle traffic in the area, an estimated 47,700 daily trips, will present the greatest long term air quality impact associated with implementation of the plan. Project emissions have been estimated, using the URBEMIS#3 computer model found in the Air Quality Analysis Tools (AQAT-3) package, 1990, from the California Air Resources Board. URBEMIS#3 considers both the type and quantity of development and predicts the total emissions generated by the project. As shown in Table D-4 on the following page, the project is expected to generate vehicle emissions totalling approximately 1751.5 tons per year.

Table D-4
LOOMIS MASTER PLAN EMISSIONS (tons/year)

| <u>Type</u> | <u>TOG</u> | <u>CO</u> | <u>NO_x</u> | <u>PM₁₀</u> | <u>SO_x</u> |
|--|--------------|---------------|-----------------------|------------------------|-----------------------|
| Residential, Single-Family (805 units) | 23.7 | 263.2 | 30.0 | 2.8 | 3.3 |
| Residential, Multi-Family (22 units) | 0.4 | 4.5 | 0.5 | 0.0 | 0.1 |
| Retail Commercial | 85.4 | 887.6 | 124.8 | 108.9 | 14.0 |
| Office Commercial | 12.5 | 135.1 | 16.4 | 36.5 | 1.8 |
| TOTAL | 122.0 | 1290.4 | 171.7 | 148.2 | 19.2 |
| TOTAL PROJECT EMISSIONS (tons/year) | | | | | 1751.5 |

Level of significance: The emissions increase from the project represents a significant impact. The impact on air quality from this development is also cumulatively significant because it exacerbates Placer County's nonattainment status for both ozone and particulate matter.

INCREASED LOCALIZED CARBON MONOXIDE CONCENTRATIONS

Although carbon monoxide (CO) measuring is conducted at various locations within the Sacramento Valley Air Basin, this pollutant is generally very localized, occurring where traffic movement is slow and emission production is high. The optimum site for detecting and measuring CO concentrations, therefore, is at roadway intersections. While placing sampling and recording equipment at study sites is one method to measure site specific CO levels, the CALINE4 program in the AQAT-3 package provides a good estimation of the CO levels which result from vehicle emissions along roadway segments and at intersections.

Seven intersections in the Plan area were analyzed under the CALINE4 program for the project. A discussion of the methods and assumptions used in these analyses, plus a complete listing of the results of the CALINE4 runs for the project and the locations of the receptors, are discussed in Appendix C. The traffic counts and movements at these intersections used in the emissions model were provided by Psomas and Associates in their traffic study. Additionally, existing roadway and intersection geometries were used. The mitigation measures recommended in the Transportation section (ie. roadway widening, installation of turn lanes and signalization) were utilized for the Plan conditions scenario.

Table D-5 on the following page provides a summary of the worst case emissions determined at each intersection for each traffic scenario. Violations of the state and federal carbon monoxide 1-hour and 8-hour standards are predicted to occur at area intersections. The CO concentrations are not only related to the volume of traffic anticipated on area roadways, but also the predicted levels-of-service on these roadways without the implementation of suggested mitigation measures to improve these service levels.

State carbon monoxide standards are 20 ppm for the 1-hour concentrations and 9 ppm for the 8-hour. As shown in Table D-5, two intersections presently exceed 8-hour carbon monoxide levels. Under Plan conditions, one intersection is predicted to exceed the 1-hour standard and five would exceed the 8-hour standard.

Level of significance: The violations of state air quality standards represent a significant impact to the air quality of the vicinity.

Table D-5
CALINE4 CO CONCENTRATIONS (ppm)

| EXISTING CONDITIONS | | | |
|-----------------------------------|-----------------|---------------|---------------|
| <u>Intersection</u> | <u>Receptor</u> | <u>1-hour</u> | <u>8-hour</u> |
| Sierra/Brace | 1 | 8.8 | 5.7 |
| Sierra/Taylor | 2 | 16.4 | 10.2* |
| Horseshoe/Taylor | 3 | 12.3 | 7.8 |
| Horseshoe/Walnut | 4 | 8.0 | 5.2 |
| Horseshoe/I-80W | 2 | 8.6 | 5.6 |
| Horseshoe/I-80E | 3 | 9.4 | 6.0 |
| King/Taylor | 3 | 13.6 | 13.6* |
| PLAN CONDITIONS | | | |
| <u>Intersection</u> | <u>Receptor</u> | <u>1-hour</u> | <u>8-hour</u> |
| Sierra/Brace | 1 | 18.7 | 11.6* |
| Sierra/Taylor | 1 | 25.0* | 15.4* |
| Horseshoe/Taylor | 1 | 18.6 | 11.6* |
| Horseshoe/Walnut | 1 | 19.1 | 11.9* |
| Horseshoe/I-80W | 3 | 12.5 | 7.9 |
| Horseshoe/I-80E | 1 | 13.4 | 8.4 |
| King/Taylor | 4 | 16.6 | 10.4* |
| Brace/Walnut | 2 | 8.0 | 5.2 |
| King/Walnut | 1 | 10.1 | 6.5 |
| * Denotes State standard exceeded | | | |

EMISSIONS FROM WOODSTOVES

The gaseous and particulate emissions from wood burning devices is of great concern as their numbers increase. Although the lower foothills enjoy a temperate climate, it has been estimated that about 25% of the homes in this area utilize wood as their primary source of heating. Emissions from this popular and practical means of home heating will aggravate levels of CO, particulates and other air contaminant levels (SO_x, NO_x, etc.) as well. All new woodstoves, however, are manufactured so that they meet or exceed emission standards established by the EPA. Emissions from woodstoves are not considered significant as all new stoves must comply with federal standards.

NOISE

Impacts and Mitigations in the Noise section of the Draft EIR found on pages 69 and 70 have been revised as follows:

Impacts

AMBIENT NOISE LEVELS FROM TRAFFIC AND ON-SITE ACTIVITIES

Project Noise Impacts

The proposed project includes a variety of permitted uses. However it is not possible to describe specific onsite noise impacts without detailed descriptions of individual uses. Noise sources likely to be of concern with commercial and office activities include vehicle movement, truck loading and unloading activities, and heating, ventilation and air conditioning (HVAC) units. Generally, noise levels from loading and unloading activities would be confined to the immediate area. Substantial noise can be produced by fans in HVAC units, especially those placed on top or adjacent to buildings. Potential noise conflicts will occur where commercial activity is adjacent to residential land uses, as in the situation of the Shopping Center proposed along Sierra College Boulevard. The residential areas will generate noise associated with traffic, power mowers/ blowers, stereos, children at play, etc.

Level of significance: Activities within the project area may cause significant noise impacts to adjacent property owners unless mitigation is proposed.

Traffic and Railroad Noise Impacts

The Noise Element of the Town of Loomis General Plan establishes a land use compatibility criterion of 65 L_{dn} for exterior noise levels in the outdoor activity areas of residential developments. Development is allowed in areas where the exterior noise level reaches 75 dB d_n , but a detailed acoustical analysis of construction requirements is required and noise abatement features must be included in the design. No residential development will occur where noise levels exceed 75 dB d_n . In order to provide a suitable indoor environment, an interior noise level of 45 dB d_n is applied to residential uses.

The vehicle traffic on Interstate 80 represents the greatest noise impact to development on the project site. Brown-Buntin noise calculations from their acoustic studies for the 1988 and 1989 plans placed the 65 L_{dn} noise contour at 370 feet into the Plan area, as measured from the centerline of near lane. It is projected that in the year 2005, that the 65 L_{dn} noise contour will be located 560 feet from the centerline of the near lane.

The SPRR tracks west of Taylor Road form the western boundary of the Master Plan. The General Plan Noise Element provides the railroad noise contours for a study completed in 1985 as 285 feet and 155 feet from the tracks for the 65 L_{dn} and 70 L_{dn} , respectively. Year 2005 contours are projected to be the same, however, they are subject to a change in railroad operations. The undeveloped areas potentially affected by the railroad noise are those parcels slated for commercial development within the SPRR right-of-way and adjacent to the tracks and residential development in the Master Plan immediately southeast of Taylor Road. Figure E-3 shows the noise-impacted Master Plan areas.

Level of significance. Traffic and railroad noise impacts on residential development in the Plan area are considered significant.

Mitigation Measures

AMBIENT NOISE LEVELS FROM TRAFFIC, RAILROAD AND ON-SITE ACTIVITIES

Proposed Mitigation Measures

Noise-related impacts are expected to be significant due to the location of the Plan area and its proximity to Interstate 80 and the Southern Pacific Railroad tracks and potential incompatibility of land uses related to noise. The following measures are recommended as mitigations:

- In order to evaluate compliance with established land use compatibility standards, all new residential projects which are located within the excessive noise zones as delineated in the Master Plan or adjacent to noise contours as shown in the General Plan, should conduct individual noise analyses to ascertain project dB L_{dn} levels.
- All proposed commercial developments are to be designed so that impacts on adjacent land uses where sensitive receptors are present or proposed are mitigated to acceptable levels as described in the General Plan.
- All residential developments are to be designed so that exterior noise levels do not exceed 65 dB L_{dn} and interior noise levels do not exceed 45 dB L_{dn}.
- Sound attenuation walls alone are not acceptable to the Town of Loomis. Those projects with frontage near Interstate 80 should consider either landscaped berms or berms with a wall of a height determined by the acoustical analysis. The slope of the berms should be 3:1 or flatter.

Significance after mitigation: Less than significant.

BIOTIC RESOURCES

Revisions to the Biotic Resources section of the Loomis Town Center EIR begin on Page 76 and continue through page 80. Figure F-3 has been deleted. The following text details the changes included in this amendment.

Impacts

Construction densities, increases in impervious surfaces, increases in runoff, increases in vehicles utilizing local roadways, the resultant increases in air contaminants, the need for improved roadways and a decrease in natural open space areas represent some of the factors which will determine the development impacts on the biological resources in the Plan area. The impacts on the various biotic resource units, resulting from implementation of the Master Plan, will vary depending on the level of intensity of development of individual parcels. Impacts on the vegetation, wildlife and aquatic resources are evaluated by W.E.S. Technology based on high-, medium- and low-development intensities. Their analysis of impacts under these three scenarios are detailed in Appendix C.

For the purposes of this analysis, the medium-intensity level of development has been chosen for the majority of the Plan area, as it best represents the long-term objectives of the Master Plan. The high-intensity level of development, however, has been chosen for the area adjacent to the tributary to Secret Ravine and associated drainages due to the particular sensitivity of the area and loss of Open Space designation as approved under the Loomis Specific Area Plan. The change in land use designation in this area represents the loss of the permanent protection through limitation of land uses. The type of development associated with these intensity levels is discussed in greater detail in the Land Use section of the EIR; development includes commercial and office uses, as well as high-density multi-family (10 du/acre) to low-density (0.43 du/acre) residential units. Single-story and two-story construction, parking areas, moderate traffic generation, pedestrian-oriented development, flexible landscaping and the incorporation mature native tree species are characteristics of medium-intensity development.

Development under lower intensity or larger parcel size scenarios does not necessarily result in lower levels of impact significance. Impacts to sensitive biological areas such as wetlands or riparian habitats can be significant, regardless of the development intensity level. Impacts can be related to such factors as:

1. Proximity to aquatic or riparian habitat
2. Proximity to wetlands or other sensitive habitats
3. Intensity of traffic and human usage
4. Control of sediments, oil and grease

The actual level of significance is site specific, dependent upon site usage, project design and subsequent construction.

IMPACTS TO VEGETATION

Site development, building construction and the installation of required infrastructure represent actions which have the potential to affect existing plant communities found in the area. These development activities represent a contribution towards the cumulative loss of significant oak woodland and riparian habitat.

Damage or removal of native plant species will encourage the growth of non-native species which do not provide the same habitat value as natural vegetation. In addition, vegetation removal during

Town Center Master Plan EIR Amendment

construction and replacement with impervious surface area create an increase in stormwater runoff, which in turn increases the potential for erosion and flooding.

The significance and scope of the impact will be greatest where sensitive habitats are involved. This is due to the fact that riparian or wetland or other sensitive habitat is so biologically productive that any impact will affect a greater number of individual organisms and a greater number of species.

Development activities, as proposed with the Master Plan, would result in the removal of much of the natural vegetation. Although many trees would be lost, the opportunity to save trees is available using the Plan's design guidelines. Ornamental species, which have little habitat value, will replace some native species. It is likely that development of the Plan area will indirectly affect the protected wetland habitat and the sensitive riparian and herbaceous and oak woodland habitats due to changes in drainage patterns, water quality, etc.

Level of significance: The impacts to vegetation, as a result of Plan implementation, are considered significant. The level of significance depends upon the number of trees removed, as permitted under the tree ordinance, and the habitat value of the disturbed vegetation.

IMPACTS TO WILDLIFE

The existing vegetation communities provide habitat for a variety of wildlife species. The loss of habitat from development activities would result in high mortality for species with a low level of mobility, such as small mammals, reptiles and amphibians. Birds, large mammals and raptors would be displaced to nearby habitats, increasing inter- and intra-species competition.

Wildlife would further be disturbed by increased noise, encounters with human pets, vehicle traffic, and unauthorized shooting. Although there would be a reduction in escape cover, small pockets of natural vegetation would remain after construction, providing habitat to some of the original wildlife population. Without adequate mitigation, animals utilizing creekside habitats would be susceptible to potential contamination resulting from upstream spills or accidents.

Level of significance: The impacts to wildlife, as a result of Plan implementation, are considered significant. The level of significance depends upon the amount of wildlife removed or displaced, and the suitability of habitat for relocated species.

IMPACTS TO AQUATIC ORGANISMS

Secret Ravine creek, its tributary, the tributary to Sucker Ravine and an unnamed pond comprise the major aquatic habitats in the Plan area. Smaller wetland areas and streams also play an important role of providing habitat for aquatic organisms. Grade and fill operations can convert habitat necessary for aquatic organisms into terrestrial habitat. Runoff from graded areas can carry eroded, exposed soils into natural drainageways.

In addition to flooding and erosion potential, the runoff from impervious surfaces can also convey contaminants associated with an urban environment. Pesticides, herbicides, fertilizers and petroleum products could possibly enter the natural drainage systems in the Plan area, endangering aquatic organisms. The potential eutrophication of area streams from nutrient-rich runoff and transported silt will have a negative impact on the aquatic habitat. Alterations of the stream environment found in Secret Ravine Creek and its tributaries could adversely affect the spawning activities of the salmon and steelhead.

Implementation of the Master Plan would result in placement of a substantial amount of impervious surface area with grading and filling activity. As a result, there would be some loss of aquatic organisms, with a significant amount lost if not adequately mitigated.

Level of significance: The impacts to aquatic organisms, as a result of Plan implementation are considered significant. The level of significance depends upon the amount of urban runoff into the waterways, and effectiveness of mitigative measures during construction activities to minimize erosion and stream siltation.

Mitigation Measures

Proposed Mitigation Measures

GENERAL

There are three recommended mitigation measures which, because they are wider in scope, do not fit into those impact area categories as discussed above. These are:

- Infrastructure projects which support development (such as road widening, bridge crossings and sewer line extensions) should be individually evaluated under CEQA. If the lead agency for CEQA evaluation is not an agency of the Town of Loomis, the Town should request status designation as a review agency for these projects.
- An erosion control plan should be submitted for any projects which the Town of Loomis deems may impact sensitive resources through erosion.
- The Town of Loomis should develop a mitigation program for wetlands and adopt and implement the wetland banking program now in the planning stages.
- As a part of the zoning regulations proposed to implement this Plan, the Town of Loomis will adopt and implement a Stream and Riparian zone district, specifying measures to protect significant riparian corridors and associated wildlife habitats.

PUBLIC SERVICES

WATER

The following are changes to the text and Table G-2 found in the Impacts discussion on pages 92-94 of the Draft EIR text.

Table G-1
MAXIMUM DAILY
FLOW DEMANDS
(gallons per day/dwelling unit)

| <u>Land Use</u> | <u>Maximum Daily Flow Demand</u> |
|-----------------|--------------------------------------|
| Single Family | 1,350 gpd/du |
| Multi-Family | 400 gpd/du |
| Commercial | 4,200 gpd/ac |

The maximum daily flow demands after full project buildout total approximately 2,250,000 gpd, as shown in Table G-2 on the following page.

IMPACTS TO THE LOCAL WATER SYSTEM

There are a number of improvements which will become necessary as the Master Plan area develops. One area of improvement will be along the I-80 corridor. There is currently very limited service to the land along I-80, both north and south of Horseshoe Bar Road. A 6"/8" pipeline is located in Horseshoe Bar Road, crossing I-80 and ending at the Master Plan area limits. A second 12" pipeline is located in Brace Road, crossing I-80 and ending at Barton Road. As development occurs in this region, improvements to the water distribution system will be necessary.

The Town Center area, where existing development is concentrated, is presently served by 4" and 6" pipelines. As development occurs in the land immediately surrounding this region, the existing distribution system will be incapable of delivering the required water flow and maintain acceptable minimum pressures. Additionally, as undeveloped land is improved, new water distribution systems will be required to supply land which currently does not have any water service.

Level of significance: The increased demand from project development represents a significant impact.

IMPACTS TO THE FOOTHILL WATER TREATMENT PLANT

The Foothill Water Treatment Plant has recently been expanded to 25 MGD, which is believed to be the ultimate capacity for the facility. With this new expansion, the treatment plant is using only about 50% of its capacity. As the Town of Loomis and surrounding communities develop, the Foothill Water Treatment Plant may reach its capacity and PCWA will then have to develop other options to

supply water for future development. Presently, PCWA does not have any future plans to expand the treatment facility. PCWA does not reserve system capacity. It provides service on a first come first served basis.

Level of significance: Less than significant.

Mitigation Measures

IMPROVEMENTS TO THE LOCAL WATER SYSTEM

An analysis was made of developing four general paths around the perimeter of the study area. The purpose of this study was to examine a general water system that will serve a larger area and allow for future development. Each of the paths begins from a pressure reducing station with a known hydraulic elevation of 559 feet.

The first line studied would begin from the pressure reducing station on King and Taylor Road, then travel down Taylor Road through an existing 12" line until Webb Street, and continue southeast to the demand point near Horseshoe Bar Road and Interstate 80. The second line would begin from the same pressure reducing station and travel east through an existing 8" line on King Road to Interstate 80, running parallel along Interstate 80 to the demand point. The third line would begin from the pressure reducing station on Circle Drive and Taylor Road, then travel down Circle Drive through an existing 8" line, continuing southeast towards Interstate 80 where it runs north parallel to Interstate 80 until South Walnut Street. From South Walnut Street, the line continues north until it reaches the point of demand. The last line would begin from a pressure reducing station on Sierra College Boulevard and Brace Road, travel down Sierra College through an existing 20" line, continuing east on Brace Road through an existing 12" line, then travelling north parallel to Interstate 80, north on South Walnut, and east to the demand point. Refer to Figure G-1 for the location of the proposed water lines.

With these four lines, using a fire flow of 3,500 gpm, at Horseshoe Bar and I-80, the maximum daily demand of approximately 2,250,000 gpd from Table G-1, PCWA requirements of a maximum of 7 feet per second water velocity, and a minimum of 20 psi pressure. The analysis indicates that proposed water lines would need to be 10" and 12" in size.

Significance after mitigation: Line installations, as suggested above, should reduce the impact to a less-than-significant level.

Table G-2
MAXIMUM DAILY DEMANDS W/OUT FIRE FLOW

SF = 1350 gpd/du
MF = 400 gpd/du
COMM = 4200 gpd/ac

| AREA | USE | EXISTING TOTAL (GPD) | GENERAL PLAN TOTAL (GPD) | MASTER PLAN TOTAL (GPD) | AREA | USE | EXISTING TOTAL (GPD) | GENERAL PLAN TOTAL (GPD) | MASTER PLAN TOTAL (GPD) |
|------|-----------|----------------------------|--------------------------------|-------------------------------|------|-----------|----------------------------|--------------------------------|-------------------------------|
| A | SF | 94500 | 128250 | 189000 | G | SF | 87750 | 357750 | 303750 |
| | MF | 0 | 0 | 0 | | MF | 4000 | 4000 | 4000 |
| | RET COMM | 20891 | 48209 | 48209 | | RET COMM | 0 | 0 | 0 |
| | OFF COMM | 20891 | 48209 | 48209 | | OFF COMM | 0 | 0 | 0 |
| | SUB TOTAL | 136281 | 224669 | 285419 | | SUB TOTAL | 91750 | 361750 | 307750 |
| B | SF | 260550 | 301050 | 301050 | H | SF | 0 | 0 | 0 |
| | MF | 0 | 0 | 0 | | MF | 0 | 0 | 0 |
| | RET COMM | 0 | 0 | 0 | | RET COMM | 964 | 12213 | 47567 |
| | OFF COMM | 0 | 0 | 0 | | OFF COMM | 0 | 14141 | 35354 |
| | SUB TOTAL | 260550 | 301050 | 301050 | | SUB TOTAL | 964 | 26354 | 82920 |
| C | SF | 0 | 168750 | 283500 | I | SF | 40500 | 81000 | 81000 |
| | MF | 0 | 0 | 18000 | | MF | 0 | 0 | 0 |
| | RET COMM | 0 | 80349 | 77135 | | RET COMM | 0 | 0 | 0 |
| | OFF COMM | 1607 | 81956 | 51745 | | OFF COMM | 0 | 0 | 0 |
| | SUB TOTAL | 1607 | 331055 | 430380 | | SUB TOTAL | 40500 | 81000 | 81000 |
| D | SF | 6750 | 47250 | 135000 | | TOTAL | 770424 | 1850073 | 2248963 |
| | MF | 22000 | 22000 | 22000 | | | | | |
| | RET COMM | 0 | 0 | 5785 | | | | | |
| | OFF COMM | 1607 | 11892 | 6428 | | | | | |
| | SUB TOTAL | 30357 | 81142 | 169213 | | | | | |
| E | SF | 67500 | 135000 | 202500 | | | | | |
| | MF | 0 | 0 | 0 | | | | | |
| | RET COMM | 0 | 0 | 0 | | | | | |
| | OFF COMM | 0 | 0 | 0 | | | | | |
| | SUB TOTAL | 67500 | 135000 | 202500 | | | | | |
| F | SF | 137700 | 272700 | 346950 | | | | | |
| | MF | 0 | 0 | 0 | | | | | |
| | RET COMM | 1607 | 17677 | 33747 | | | | | |
| | OFF COMM | 1607 | 17677 | 8035 | | | | | |
| | SUB TOTAL | 140914 | 308054 | 388731 | | | | | |

WASTEWATER

The following incorporates revisions to the Wastewater section to the text on page 100 and Tables H-1 and H-2 on pages 98-99 of the Draft EIR provided by Psomas and Associates.

Table H-3
EQUIVALENT DWELLING UNITS/ACRE
(EDU's/ac.@ 400 gpd/du)

| | Estimated Sewer Flows (gallons per day) | EDU's | EDU's/ac. |
|--------------------------------|--|--------|-----------|
| Master Plan | 728,000 | 1820* | 3.7 |
| 1986 Sewer Master Plan | 1,232,000 | 3080** | 4.0 |
| *Total Study area = 490 acres | | | |
| **Total Study area = 770 acres | | | |

IMPACTS TO THE LOCAL AND REGIONAL COLLECTION SYSTEMS

The peak flow rates from the Town Center Master Plan area were then added to the regional demands in order to evaluate potential impacts to the existing sewer infrastructure. As noted in the previous section, most of the existing structures have adequate capacity for present flows in addition to available capacity for additional flows. The amount of excess capacity available varies and many of the pipelines are unable to carry the full design flow without improvement. The next section, Mitigation Measures, identifies which systems will exceed the available capacity under full build-out for the Town Center area in addition to regional growth, and provide the measures necessary to mitigate these impacts.

Level of significance: Impacts of project implementation on the wastewater collection system are considered significant.

Mitigation Measures

IMPROVEMENTS TO THE REGIONAL TREATMENT PLANT

The Roseville Regional Wastewater Treatment Facility is currently being expanded from a 12 MGD to an 18 MGD plant with an estimated date of completion of September 1993. The plant will have an ultimate expansion capability of 36 MGD.

The 1986 Sewer Master Plan for SPMUD evaluated impacts to the regional treatment plant. It was determined that with its expansion capability and an optional site available for a second wastewater treatment facility, full build-out of the SPMUD service area would be possible in terms of treatment capacity. As the region continues to grow and additional service is needed, the expansion of the treatment facility will continue to be phased to accommodate the new flows.

Table H-1
AVERAGE DAILY SEWER FLOWS

SF = 400 gpd/du
MF = 400 gpd/du
COMM = 1600 gpd/ac

| AREA | USE | EXISTING TOTAL (GPD) | GENERAL PLAN TOTAL (GPD) | MASTER PLAN TOTAL (GPD) | AREA | USE | EXISTING TOTAL (GPD) | GENERAL PLAN TOTAL (GPD) | MASTER PLAN TOTAL (GPD) |
|------|-----------|----------------------------|--------------------------------|-------------------------------|------|-----------|----------------------------|--------------------------------|-------------------------------|
| A | SF | 28000 | 38000 | 56000 | G | SF | 26000 | 106000 | 90000 |
| | MF | 0 | 0 | 0 | | MF | 4000 | 4000 | 4000 |
| | RET COMM | 7958 | 18365 | 18365 | | RET COMM | 0 | 0 | 0 |
| | OFF COMM | 7958 | 18365 | 18365 | | OFF COMM | 0 | 0 | 0 |
| | SUB TOTAL | 43917 | 74731 | 92731 | | SUB TOTAL | 30000 | 110000 | 94000 |
| B | SF | 108000 | 89200 | 89200 | H | SF | 0 | 0 | 0 |
| | MF | 0 | 0 | 0 | | MF | 0 | 0 | 0 |
| | RET COMM | 0 | 0 | 0 | | RET COMM | 367 | 4653 | 18121 |
| | OFF COMM | 0 | 0 | 0 | | OFF COMM | 0 | 5387 | 13468 |
| | SUB TOTAL | 108000 | 89200 | 89200 | | SUB TOTAL | 367 | 10040 | 31589 |
| C | SF | 0 | 50000 | 84000 | I | SF | 12000 | 24000 | 24000 |
| | MF | 0 | 0 | 18000 | | MF | 0 | 0 | 0 |
| | RET COMM | 0 | 30609 | 29385 | | RET COMM | 0 | 0 | 0 |
| | OFF COMM | 612 | 31221 | 19712 | | OFF COMM | 0 | 0 | 0 |
| | SUB TOTAL | 612 | 111830 | 151097 | | SUB TOTAL | 12000 | 24000 | 24000 |
| D | SF | 2000 | 14000 | 40000 | | TOTAL | 281533 | 594599 | 727986 |
| | MF | 22000 | 22000 | 22000 | | | | | |
| | RET COMM | 0 | 0 | 2204 | | | | | |
| | OFF COMM | 612 | 4530 | 2449 | | | | | |
| | SUB TOTAL | 24612 | 40530 | 66653 | | | | | |
| E | SF | 20000 | 40000 | 60000 | | | | | |
| | MF | 0 | 0 | 0 | | | | | |
| | RET COMM | 0 | 0 | 0 | | | | | |
| | OFF COMM | 0 | 0 | 0 | | | | | |
| | SUB TOTAL | 20000 | 40000 | 60000 | | | | | |
| F | SF | 40800 | 80800 | 102800 | | | | | |
| | MF | 0 | 0 | 0 | | | | | |
| | RET COMM | 612 | 6734 | 12856 | | | | | |
| | OFF COMM | 612 | 6734 | 3061 | | | | | |
| | SUB TOTAL | 42024 | 94268 | 118717 | | | | | |

Table H-2
PEAK SEWER DEMANDS

PF = 2.3
SF = 920 gpd/du (400 gpd/du * PF)
MF = 920 gpd/du (400 gpd/du * PF)
COMM = 3680 gpd/ac (1600 gpd/du * PF)

| AREA | USE | EXISTING TOTAL (GPD) | GENERAL PLAN TOTAL (GPD) | MASTER PLAN TOTAL (GPD) | AREA | USE | EXISTING TOTAL (GPD) | GENERAL PLAN TOTAL (GPD) | MASTER PLAN TOTAL (GPD) |
|------|-----------|----------------------------|--------------------------------|-------------------------------|------|-----------|----------------------------|--------------------------------|-------------------------------|
| A | SF | 64400 | 87400 | 128800 | G | SF | 59800 | 243800 | 207000 |
| | MF | 0 | 0 | 0 | | MF | 9200 | 9200 | 9200 |
| | RET COMM | 18304 | 42241 | 42241 | | RET COMM | 0 | 0 | 0 |
| | OFF COMM | 18304 | 42241 | 42241 | | OFF COMM | 0 | 0 | 0 |
| | SUB TOTAL | 101009 | 171881 | 213281 | | SUB TOTAL | 69000 | 253000 | 216200 |
| B | SF | 248400 | 205160 | 205160 | H | SF | 0 | 0 | 0 |
| | MF | 0 | 0 | 0 | | MF | 0 | 0 | 0 |
| | RET COMM | 0 | 0 | 0 | | RET COMM | 845 | 10701 | 41677 |
| | OFF COMM | 0 | 0 | 0 | | OFF COMM | 0 | 12391 | 30976 |
| | SUB TOTAL | 248400 | 205160 | 205160 | | SUB TOTAL | 845 | 23092 | 72654 |
| C | SF | 0 | 115000 | 193200 | I | SF | 27600 | 55200 | 55200 |
| | MF | 0 | 0 | 41400 | | MF | 0 | 0 | 0 |
| | RET COMM | 0 | 70401 | 67585 | | RET COMM | 0 | 0 | 0 |
| | OFF COMM | 1408 | 71809 | 45338 | | OFF COMM | 0 | 0 | 0 |
| | SUB TOTAL | 1408 | 257210 | 347523 | | SUB TOTAL | 27600 | 55200 | 55200 |
| D | SF | 4600 | 32200 | 92000 | | TOTAL | 647525 | 1367578 | 1674368 |
| | MF | 50600 | 50600 | 50600 | | | | | |
| | RET COMM | 0 | 0 | 5069 | | | | | |
| | OFF COMM | 1408 | 10419 | 5632 | | | | | |
| | SUB TOTAL | 56608 | 93219 | 153301 | | | | | |
| E | SF | 46000 | 92000 | 138000 | | | | | |
| | MF | 0 | 0 | 0 | | | | | |
| | RET COMM | 0 | 0 | 0 | | | | | |
| | OFF COMM | 0 | 0 | 0 | | | | | |
| | SUB TOTAL | 46000 | 92000 | 138000 | | | | | |
| F | SF | 93840 | 185840 | 236440 | | | | | |
| | MF | 0 | 0 | 0 | | | | | |
| | RET COMM | 1408 | 15488 | 29568 | | | | | |
| | OFF COMM | 1408 | 15488 | 7040 | | | | | |
| | SUB TOTAL | 96656 | 216816 | 273049 | | | | | |

FIRE PROTECTION

The following revisions to the Impacts entitled "Demand for Fire Protection Services" found on page 104 of the Draft EIR are incorporated in this amendment to the Loomis Town Center Master Plan EIR.

Impacts

DEMAND FOR FIRE PROTECTION SERVICES

Development under the Master Plan will result in the addition of about 737 new single family residences and approximately 46 acres of added commercial and office uses. The increased residential development will result in approximately 2,108 new residents in the Plan area. The anticipated increases expected from Plan implementation are shown in Table I-1. These increases will affect existing fire facilities, equipment and staffing requirements.

The total number of structures and structural area in the Master Plan area will increase with development of the Plan, with a corresponding increase in fire, emergency and service calls to the Loomis Fire District. The increase in population will result in increased calls to the District for citizens' assistance, medical aid and investigations. It is believed that the medical/rescue operations of the District will show the most growth. Low response times will be maintained due to the proximity of Station No. 1 to the project.

Table I-1
LAND USE and POPULATION COMPARISONS

| <u>Land Use</u> | <u>Present</u> | <u>Project</u> | <u>Total</u> | <u>Increase</u> |
|------------------------|----------------|----------------|--------------|-----------------|
| Residential (du) | 580 | 737 | 1,317 | 127% |
| Commercial/Office (ac) | 31 | 46 | 77 | 141% |
| <u>Population</u> | 5,705* | 2,108 | 7,813 | 37% |
| * April 1990 census | | | | |

Increasing operational costs continue to be a serious problem due to the growing call load as the Master Plan area develops. A conservative pre-Proposition 13 tax rate of 11 cents per \$100 assessed value has resulted in tax revenues generating at a slower rate than the cost of servicing new development. Between 1985 and 1992, the District's operational costs have risen by 283 percent, while property tax income allocated to the District for fire protection has risen by 176 percent.

Level of significance: Although development will occur in an area of low district response time, the anticipated increase in demands on the Loomis Fire Protection District for emergency response and service calls represents a significant impact.

POLICE PROTECTION

The following revisions to the Impacts entitled "Increased Demand for Police Protection Services" found on page 107 of the Draft EIR are incorporated in this amendment to the Loomis Town Center Master Plan EIR.

Impacts

INCREASED DEMAND FOR POLICE PROTECTION SERVICES

It is anticipated that implementation of the Master Plan will result in the addition of 737 new dwelling units as well as new office and commercial uses. As discussed in the Land Use section, this addition of this housing represents a potential 2,108 new residents in the Plan area, an increase of 37 percent in the Town's population. It can be reasoned that a proportional increase in requests for service will be recognized with the increasing population.

In order to maintain the current level of service provided by the department, an additional 1.6 sworn positions will have to be added to present staffing levels (this is rounded to two full time positions). It is estimated that the capital and operations cost to address Plan implementation impacts to police services will total \$68,400 and \$80,700 respectively, with the operations costs the largest recurring expense.

Level of significance: The increased demand for law enforcement services resulting from this project represents a significant impact.

SOLID WASTE

The following revisions to the Impacts entitled "Increased Generation of Solid Waste" found on page 109 and 110 of the Draft EIR are incorporated in this amendment to the Loomis Town Center Master Plan EIR.

Impacts

INCREASED GENERATION OF SOLID WASTE

The residential, commercial, professional office and retail businesses that will be established in the Plan area will generate solid waste. The primary components of commercial and office waste will be paper and corrugated paper products, with lesser amounts of plastic and metal. Residential units produce waste containing paper and plastics along with metal cans and discarded food. In order to estimate the total solid waste generated from the Plan area, Auburn-Placer Disposal suggests a rate of 7.2 pounds per capita per day, a rate inclusive of residential, commercial and office uses. Utilizing this rate, the estimated 2,108 new residents in the project will produce 15,178 pounds (7.6 tons) of solid waste per day. This represents approximately 1.5 percent of the total waste accepted by the WRSL each day.

Level of significance: The total waste expected from development of the Master Plan project represents a potentially significant impact. The waste generation rate will increase gradually as development increases. If the MRF is completed, prior to buildout of the Plan area, the amount of solid waste deposited into the Landfill could be substantially reduced, thereby reducing the level of significance that the project has to the WRSL's site-life.

SCHOOLS

The following revisions to the Impacts entitled "Increased Student Enrollment" found on page 112 of the Draft EIR are incorporated in this amendment to the Loomis Town Center Master Plan EIR.

Impacts

INCREASED STUDENT ENROLLMENT

Implementation of the Loomis Town Center Master Plan will generate increased student enrollment in the Loomis Union School District schools and Del Oro High School. Under the Plan, an additional 737 dwelling units within the Town of Loomis downtown area are planned. As shown in Table K-2, development under the Plan will generate approximately 339 K-8 students and 167 secondary students.

Level of significance: The enrollment of an additional estimated 339 K-8 students, generated from new residential construction in the Master Plan area, will create a significant impact on the schools in the Loomis Union School District as school capacities will be exceeded. Historically, Del Oro enrollments have fluctuated between levels lower than present to 1,400 students. Master Plan implementation could increase student enrollment by an additional 167 students to a total of 1,475, or 136 percent of state capacity. The impact of project development on Del Oro High School is significant.

Table K-2
SCHOOLS FACILITIES ENROLLMENT

| <u>Use</u> | <u>Student Yield/du</u> | | <u>Students</u> | |
|---------------------------|-------------------------|---------------|-----------------|---------------|
| | <u>K-8</u> | <u>9 - 12</u> | <u>K - 8</u> | <u>9 - 12</u> |
| Single Family Residential | 0.46 | 0.226 | 339 | 167 |

PUBLIC UTILITIES

The following revisions to the Impacts entitled "Increased Demand for Utility Services" found on page 114 of the Draft EIR are incorporated in this amendment to the Loomis Town Center Master Plan EIR.

Impacts

INCREASED DEMAND FOR UTILITY SERVICES

The 737 new residential units and additional 46 acres of commercial/office development represent an increased demand on those utility companies which provide gas, electric, telephone and cable television service. The three public utility providers have indicated, however, that they foresee no obstacles in the installation and provision of their services.

Level of significance: The demand for public utilities is not considered significant and no mitigation measures are recommended.

DRAINAGE

Impacts and Mitigations in the Drainage section of the Draft EIR found on pages 133 and 134 have been revised as shown below. Table M-3 has also been revised to reflect updated flow rates.

at Horseshoe Bar Road, the future 100 year flow is 3684 cfs and the capacity is 2500 cfs. Future flows will exceed the bridge capacity of these bridges unless these flows are mitigated.

Level of significance: The future runoff flows associated with project development will exacerbate an already impacted situation. This is a significant impact.

Secret Ravine Tributary

There are two drainage structures, in the Master Plan area, which are associated with the Secret Ravine Tributary. One drainage structure is the 66" diameter culvert at Interstate 80. According to our drainage study, this culvert will have adequate capacity for the future 100 year proposed flows.

The second drainage structure is the 54" pipe which outlets at Sun Knoll Drive. The flows are calculated to be 120 cfs with a 100 year storm. These flows were based on full development of the upstream shed. The capacity of the system is 132 cfs. Because the design for this structure already took into account future development in the upstream shed, this drainage structure will have no significant impacts by development of the Master Plan area.

Level of significance: Less than significant.

Loomis Tributary of Sucker Ravine

There are two culverts on the Loomis Tributary in the Master Plan area. A 48" diameter culvert located at Sierra College Boulevard, and a 36" diameter culvert located at Brace Road. The culvert at Brace Road is under capacity under existing 100 year flow conditions. The developed 100 year design flows are 160 cfs each. The capacity of the 48" is only 120 cfs, whereas the capacity of the 36" is approximately 70 cfs. With Master Plan development, the capacity of both culverts will be exceeded without mitigation.

Level of significance: Significant.

Local Drainage System

The majority of the culverts located near Interstate 80 have adequate capacity, under the future 100 year design flows, except for three. Two of the structures, culvert (E) and culvert (G), cannot carry the future 100 year flows. However, because these culverts serve as local culverts, they are not expected to pass 100 year design flows. Normal design criteria is to maintain 10 year design flows inside the pipe and to make sure that 100 year design flows will not cause any structure damage. According to this criteria, these two culverts will operate with adequate capacity without causing structural damage in the surrounding area. The third culvert is located on South Walnut Street. As discussed earlier, this culvert is blocked with sediment and has created flooding problems in the area. It is estimated that the proposed flow to this culvert will be 37 cfs and the capacity is 15 cfs. Actually, the capacity of this culvert is much less because of the buildup of sediment within the structure.

Level of significance: Significant for the South Walnut Culvert.

Mitigation Measures

IMPROVEMENTS TO DRAINAGE SYSTEM

The main form of mitigation to improve the drainage system is by use of detention basins. Detention basins control the peak flow rates from a particular area and release it at the reduced rate. The primary goal in this study is to maintain existing flows, entering the drainage structures, by use of detention.

Secret Ravine

Improvements to the two bridge crossing along Secret Ravine are necessary under existing conditions. The Dry Creek Study suggests that an additional bridge should be placed adjacent to the existing bridge at Brace Road. This would double the existing capacity of the crossing providing sufficient capacity for the 100 year design storm under future conditions. The second bridge crossing, located at Horseshoe Bar Road, is also under capacity under both existing and proposed (full-build) conditions. Replacement of this structure will be required to meet both existing and proposed design flows. The Dry Creek Master Plan envisions a regional detention basin upstream of Horseshoe Bar Road to reduce existing and future peak flows.

Flows in Secret Ravine may also be reduced by use of detention. Flows naturally pond in Secret Ravine Tributary before entering the 66" culvert on Interstate 80. This tributary could be augmented to serve as some type of detention which would reduce flows in Secret Ravine.

Loomis Tributary to Sucker Ravine

The two culverts located along the Loomis Tributary at Sierra College Boulevard and Brace Road have been recognized as having insufficient capacity. A detention basin is recommended to control the upstream flows entering these culverts. Flows will be detained thereby reducing peak rates downstream and eliminating the need for improving the undersized culverts. A local pond exists in this shed area which may be able to serve as a local detention basin. This pond is located about 500 feet west of the south end of South Walnut Street and has an existing surface area of about one acre. The Loomis tributary begins from this pond and travels southwest to the culverts at Sierra College Boulevard and Brace Road. An eight acre-foot storage and a 6.5 foot depth would be needed to reduce future flows at the Sierra College Boulevard culvert below culvert capacity. With the significant reduction in flows, both culverts would operate with adequate capacity. Design of a detention facility will require a more detailed analysis to know the most appropriate level of detention. On-site detention may also be required to mitigate impacts immediately downstream of development projects.

Local Drainage Systems

One culvert located near Horseshoe Bar Road and Interstate 80 was determined to exceed its capacities under future flows. This culvert is located on South Walnut Street and appears to have many drainage problems. According to the design flows, replacing the existing 24" pipe with a 36" pipe would allow adequate capacity through this culvert. However, other improvements such as removing the existing brush, and improving the adjacent swales is also recommended. On-site detention may also be required.

Significance after mitigation: These recommended mitigations should reduce project impacts to a less-than-significant level.

EXISTING AND PROPOSED FLOWS FOR VARIOUS HYDRAULIC STRUCTURES

[illegible]

CUMULATIVE IMPACTS

The text below has been revised from page 135 in the Draft EIR.

In accordance with §15130 of the California Environmental Quality Act (CEQA), this section of the EIR includes a discussion of the project's cumulative impacts in combination with other projects where the impacts are significant. Cumulative impacts are defined by CEQA as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." As outlined in the CEQA Guidelines:

The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness.

CEQA requires the analysis to be based on either a list of identified future projects, or a summary of projections of projects from a general or specific plan. This EIR uses the growth projection approach.

Growth Projections

The most recent 1991 estimate by the California Department of Finance (DOF) shows that there are 5,705 residents within the Town of Loomis. At full buildout of the Master Plan, it is estimated that the population will increase by an additional 2,002 persons (based on DOF's estimate of 2.86 persons per household and assuming a 5 percent vacancy rate) which amounts to a 35 percent increase in population. This figure does not reflect any growth which may occur outside the Master Plan area.

Impacts

Cumulative impacts are discussed in most sections of the EIR. The proposed project being analyzed in this EIR is the implementation of the Master Plan and, as such, the analysis of environmental impacts of the Master Plan itself is considered a cumulative analysis. The following is a summary of those impacts:

Land Use The conversion of vacant land to urban and suburban uses, coupled with a substantial increase in population will cumulatively affect the overall use of land within the region.

Transportation An increase in traffic volume resulting from buildout of the Master Plan area will contribute to the cumulative traffic impacts in the surrounding area. As the South Placer and Lincoln areas continue to develop, it is anticipated that traffic impacts on Sierra College Boulevard, Taylor Road and Horseshoe Bar Road will continue to increase. Regional growth, combined with development of the Master Plan area, will cumulatively produce significant traffic impacts on these arterial roadways. Although the traffic analysis does not include an assessment of traffic flows along Interstate 80, the project is not expected to have a significant impact on freeway traffic in the region.

Air Quality Present violations of the State's air quality standards within the region document the significant impacts on air quality that currently exist. The proposed project would cumulatively contribute to already existing problems of air quality. Although the proposed Plan is aimed at encouraging pedestrian uses and suggests mitigation measures to help reduce emissions, the level of significance, when taken cumulatively, would represent a significant adverse impact on air quality.

GROWTH-INDUCING IMPACTS

The text below has been revised from page 137 in the Draft EIR.

Section 15126 (g) of the CEQA Guidelines describes the necessary discussion of growth-inducing impacts required in every EIR as follows:

Discuss the ways in which the proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth. Increases in the population may further tax existing community service facilities so consideration must be given to this impact. Also discuss the characteristic of some projects which may encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental or of little significance to the environment.

The Loomis Town Center Master Plan is estimated to produce 737 additional dwelling units, which amount to an increase of 127 percent in residential development within the Plan area. An additional 46 acres of commercial/office development, representing approximately 148 percent increase, will result in nearly 874 new service sector (i.e. secondary employment) jobs in the Plan area; this figure is based on an average of 19 employees per gross acre for non-basic employment (i.e., that which supports the existing population in the area - with no national or regional component.) Site-specific design of individual parcels, coupled with onsite conditions, will determine the actual amount of new development.

The potential of growth-inducing impacts from development of the project as proposed is not considered to be significant. A project has the potential to foster new economic growth as the result of 1) extension of public facilities into undeveloped areas; 2) zoning which promotes continued development; and 3) introduction of new jobs to the area.

Extension of Public Facilities The proposed project will not require introduction of new public facilities to undeveloped areas because the Plan area is surrounded by development (with the exception of the area southeast of the freeway). As detailed in the Water and Wastewater sections of this EIR, there is presently adequate water and wastewater capacity available to serve the demands of the Loomis Town Center Master Plan area.

Additional water and wastewater lines will not be needed in the area southeast of Interstate 80 if the project is developed as currently designated - Rural Estate. It is not expected, therefore, that development of residential and commercial facilities will have significant growth-inducing impacts. However, any future development of this commercial reserve area at a higher density (e.g., retail and offices) will require construction of an additional water line. Such an extension would facilitate further development expansion in this portion of the Plan area.

Zoning The residential and commercial/office development which is proposed for the Town Center is a reconfiguration of already existing land uses. There are existing neighborhoods within the area as well as retail businesses along the Taylor Road "main street" and Horseshoe Bar Road. Therefore, the addition of new homes and businesses will continue to promote the type of development which is already in place.

ALTERNATIVES TO THE PROPOSED PROJECT

Revisions to the Alternatives section include a revised Table N-6 found on page 146 of the Draft EIR and the addition of Table N-7 (Alternatives Land Use and Vehicle Trips). In addition, the various figures for the Master Plan in the Tables throughout this section have been revised as seen in the Environmental Analysis text and tables preceding the Alternatives section. In particular, it is demonstrated in Tables N-6 and N-7 that Alternatives 3 and 4 would have greater impacts as no development is currently contemplated on the South Side of I-80 in this document, however, revised figures have not been included in all areas.

The conclusions of the Alternatives analysis remains the same as discussed on pages 148 and 149 of the Draft EIR.

TABLE N-6
PEAK SEWER DEMANDS

PF = 2.3
 SF = 920 gpd/du (400 gpd/du * PF)
 MF = 920 gpd/du (400 gpd/du * PF)
 COMM = 3680 gpd/ac (1600 gpd/du * PF)

| AREA | USE | EXISTING TOTAL (GPD) | GENERAL PLAN TOTAL (GPD) | MASTER PLAN TOTAL (GPD) | ALTERNATIVE 3 TOTAL (GPD) | ALTERNATIVE 4 TOTAL (GPD) | AREA | USE | EXISTING TOTAL (GPD) | GENERAL PLAN TOTAL (GPD) | MASTER PLAN TOTAL (GPD) | ALTERNATIVE 3 NEW (GPD) | ALTERNATIVE 4 NEW (GPD) |
|------|-----------|----------------------------|--------------------------------|-------------------------------|---------------------------------|---------------------------------|------|-----------|----------------------------|--------------------------------|-------------------------------|-------------------------------|-------------------------------|
| A | SF | 64400 | 87400 | 128800 | 128800 | 128800 | G | SF | 59800 | 243800 | 207000 | 207000 | 207000 |
| | MF | 0 | 0 | 0 | 0 | 0 | | MF | 9200 | 9200 | 9200 | 9200 | 9200 |
| | RET COMM | 18304 | 42241 | 42241 | 42241 | 42241 | | RET COMM | 0 | 0 | 0 | 0 | 0 |
| | OFF COMM | 18304 | 42241 | 42241 | 42241 | 42241 | | OFF COMM | 0 | 0 | 0 | 0 | 0 |
| | SUB TOTAL | 101009 | 171881 | 213281 | 213281 | 213281 | | SUB TOTAL | 69000 | 253000 | 216200 | 216200 | 216200 |
| B | SF | 248400 | 205160 | 205160 | 205160 | 205160 | H | SF | 0 | 0 | 0 | 0 | 0 |
| | MF | 0 | 0 | 0 | 0 | 0 | | MF | 0 | 0 | 0 | 0 | 0 |
| | RET COMM | 0 | 0 | 0 | 0 | 0 | | RET COMM | 845 | 10701 | 41677 | 41677 | 41677 |
| | OFF COMM | 0 | 0 | 0 | 0 | 0 | | OFF COMM | 0 | 12391 | 30976 | 30976 | 30976 |
| | SUB TOTAL | 248400 | 205160 | 205160 | 205160 | 205160 | | SUB TOTAL | 845 | 23092 | 72654 | 72654 | 72654 |
| C | SF | 0 | 115000 | 193200 | 193200 | 193200 | I | SF | 27600 | 55200 | 55200 | 36800 | 46000 |
| | MF | 0 | 0 | 41400 | 41400 | 41400 | | MF | 0 | 0 | 0 | 0 | 0 |
| | RET COMM | 0 | 70401 | 67585 | 67585 | 67585 | | RET COMM | 0 | 0 | 0 | 42241 | 30976 |
| | OFF COMM | 1408 | 71809 | 45338 | 45338 | 45338 | | OFF COMM | 0 | 0 | 0 | 42241 | 2816 |
| | SUB TOTAL | 1408 | 257210 | 347523 | 347523 | 347523 | | SUB TOTAL | 27600 | 55200 | 55200 | 121281 | 79792 |
| D | SF | 4600 | 32200 | 92000 | 92000 | 92000 | | TOTAL | 647525 | 1367578 | 1674368 | 1740449 | 1698960 |
| | MF | 50600 | 50600 | 50600 | 50600 | 50600 | | | | | | | |
| | RET COMM | 0 | 0 | 5069 | 5069 | 5069 | | | | | | | |
| | OFF COMM | 1408 | 10419 | 5632 | 5632 | 5632 | | | | | | | |
| | SUB TOTAL | 56608 | 93219 | 153301 | 153301 | 153301 | | | | | | | |
| E | SF | 46000 | 92000 | 138000 | 138000 | 138000 | | | | | | | |
| | MF | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| | RET COMM | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| | OFF COMM | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| | SUB TOTAL | 46000 | 92000 | 138000 | 138000 | 138000 | | | | | | | |
| F | SF | 93840 | 185840 | 236440 | 236440 | 236440 | | | | | | | |
| | MF | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| | RET COMM | 1408 | 15488 | 29568 | 29568 | 29568 | | | | | | | |
| | OFF COMM | 1408 | 15488 | 7040 | 7040 | 7040 | | | | | | | |
| | SUB TOTAL | 96656 | 216816 | 273049 | 273049 | 273049 | | | | | | | |

TABLE N-7

[illegible]

APPENDIX B

Air Quality

AIR QUALITY ANALYSIS LOOMIS TOWN CENTER MASTER PLAN

Introduction

The Loomis Town Center Master Plan proposes the development of 490 acres of the core area of the Town of Loomis. Under the Plan, approximately 737 new single family residential dwellings will be constructed, 14 acres of shopping center established and 32 acres of commercial and office uses developed. The boundaries of the Master Plan area are: King Road to the north, the Southern Pacific Railroad tracks and Sierra College Boulevard to the west, Brace Road to the south and Secret Ravine to the east.

The traffic study for the Plan area was conducted by PSOMAS and Associates and provides the basis not only for the Transportation discussion, but also for portions of the Air Quality discussion as well.

This air quality analysis for the Master Plan was conducted using computer models included in the Air Quality Analysis Tools, 1990 (AQAT-3) package. The two models utilized in the package are URBEMIS#3 and CALINE4. The URBEMIS#3 model is used to predict the volume of vehicular emissions generated from development of particular land uses. The CALINE4 model is used to predict "hotspot" carbon monoxide (CO) emissions at intersection locations.

URBEMIS#3

The default values of the 1995 Traffic Fleet Mix were changed to incorporate both the vehicle fleet mix anticipated with the Master Plan development and phased-out leaded gasoline. As a result, the following table shows the fleet mix utilized in the URBEMIS#3 model:

**VEHICLE FLEET MIX
LOOMIS MASTER PLAN**

| <u>Vehicle Type</u> | <u>Percent of Trips</u> |
|----------------------------|-------------------------|
| Light Duty Auto | 72.0 |
| Light Duty Trucks | 11.0 |
| Medium Duty Trucks | 8.0 |
| Heavy Duty Trucks | 4.0 |
| Heavy Duty Trucks (Diesel) | 4.0 |
| Motorcycle | 1.0 |

Minor changes were made to both the trip length and percentage cold starts. An ambient temperature of 60° was used. The land use data was obtained from the Plan. This data is important as it is utilized in generating trip-end data, based on established ITE trip generation rates. The results of the model show that Plan implementation would generate emission types and quantities shown in the table on the following page.

LOOMIS MASTER PLAN EMISSIONS (tons/year)

| <u>Type</u> | <u>TOG</u> | <u>CO</u> | <u>NO_x</u> | <u>PM₁₀</u> | <u>SO_x</u> |
|--|------------|-----------|-----------------------|------------------------|-----------------------|
| Residential, Single-Family (805 units) | 23.7 | 263.2 | 30.0 | 2.8 | 3.3 |
| Residential, Multi-Family (22 units) | 0.4 | 4.5 | 0.5 | 0.0 | 0.1 |
| Retail Commercial | 85.4 | 887.6 | 124.8 | 108.9 | 14.0 |
| Office Commercial | 12.5 | 135.1 | 16.4 | 36.5 | 1.8 |
| <hr/> | | | | | |
| TOTAL | 122.0 | 1290.4 | 171.7 | 148.2 | 19.2 |
| TOTAL PROJECT EMISSIONS (tons/year) | | | | | 1751.5 |

CALINE4

PSOMAS and Associates provided traffic counts and movement data for nine intersections within the project area:

Sierra College Boulevard/Brace Road
 Sierra College Boulevard/Taylor Road
 Horseshoe Bar Road/Taylor Road
 Horseshoe Bar Road/Walnut Street
 Horseshoe Bar Road/I-80W
 Horseshoe Bar Road/I-80E
 Taylor Road/King Road
 Brace Road/Walnut Street
 King Road/Walnut Street

Two scenarios were used for the CALINE4 modelling: Existing and Plan (existing plus Plan) conditions. The existing roadway and intersection geometries were used. The mitigation measures recommended in the Transportation section (ie. roadway widening, installation of turn lanes and signalization were utilized for the Plan conditions scenario. For those signalized intersections, either presently signalized or recommended for signalization, a 60 second cycle time was used. The following presents the signal timing used in the model, based on overall traffic volume and movements.

| <u>Intersection</u> | <u>"Green" signal time - seconds</u> | |
|--------------------------------------|--------------------------------------|-------------|
| | <u>Existing</u> | <u>Plan</u> |
| Sierra College Boulevard/Brace Road | | 40/20 |
| Sierra College Boulevard/Taylor Road | 30/30 | 35/25 |
| Horseshoe Bar Road/Taylor Road | 20/40 | 20/40 |
| Horseshoe Bar Road/Walnut Street | | 40/20 |
| Horseshoe Bar Road/I-80W | | 40/20 |
| Horseshoe Bar Road/I-80E | | 30/30 |
| Taylor Road/King Road | 40/20 | 40/20 |

"At Grade" links were used for the unsignalized intersections and "Intersection" links were used for the signalized intersections. All intersections were run in the "worst

case" mode (winds of 0.5 m/sec and 4° C temperature). This mode identifies the individual wind bearing which would produce the highest CO concentrations at each mathematical receptor location. Four receptors were used at the four-way intersections, and three at the three-way. Receptors at the four-way intersections are numbered clockwise from the northeast, receptor #1 at the I-80 westbound ramp is east of the intersection and receptor #1 at the I-80 eastbound ramp is west of the intersection.

Results

The table on the following page shows the CALINE4 CO concentrations for receptors located 50 feet from the indicated intersections. When running the models, an ambient temperature of 0° C was used. For the concentrations shown in the following tables, background concentrations of 6 ppm for the 1-hour and 4 ppm for the 8-hour analyses were utilized. In addition, a persistence factor of 0.6 was used in the calculations of the 8-hour concentrations. The file names on the models are abbreviations of the intersection and the condition (eg. SierTayX is the file name for Sierra/Taylor under existing conditions and SieTayP2 is for Sierra/Taylor under Plan conditions).

Both the State of California and the U.S. Government have established standards for carbon monoxide concentrations, and these are as follows:

| | <u>State</u> | <u>National</u> |
|--------|--------------|-----------------|
| 1-hour | 20.0 ppm | 35.0 ppm |
| 8-hour | 9.0 ppm | 9.0 ppm |

Violations of the state 1-hour and both the state and federal 8-hour concentrations standards during pm peak hours are predicted at intersections within the Master Plan area. These have been indicated in the table on page 4.

CALINE 4 CO CONCENTRATION (ppm)

| <u>Intersection</u> | <u>Receptor</u> | <u>Existing</u> | | <u>Existing plus Project</u> | |
|------------------------|-----------------|-----------------|---------------|------------------------------|---------------|
| | | <u>1-hour</u> | <u>8-hour</u> | <u>1-hour</u> | <u>8-hour</u> |
| Sierra College /Brace | 1 | 8.8 | 5.7 | 18.7 | 11.6* |
| | 2 | 8.7 | 5.6 | 16.7 | 10.4* |
| | 3 | 8.1 | 5.3 | 16.0 | 10.0* |
| | 4 | 8.2 | 5.3 | 17.1 | 10.7* |
| Sierra College /Taylor | 1 | 15.9 | 9.9* | 25.0* | 15.4* |
| | 2 | 16.4 | 10.2* | 24.6* | 15.2* |
| | 3 | 13.9 | 8.7 | 20.3* | 12.6* |
| | 4 | 11.0 | 7.0 | 21.0* | 13.0* |
| Horseshoe Bar /Taylor | 1 | 11.7 | 7.4 | 18.6 | 11.6* |
| | 2 | 11.3 | 7.2 | 18.5 | 11.5* |
| | 3 | 12.3 | 7.8 | 15.3 | 9.6* |
| | 4 | 11.0 | 7.0 | 16.3 | 10.2* |
| Horseshoe Bar /Walnut | 1 | 7.9 | 5.1 | 19.1 | 11.9* |
| | 2 | 7.8 | 5.1 | 14.3 | 9.7* |
| | 3 | 7.9 | 5.1 | 15.0 | 9.4* |
| | 4 | 8.0 | 5.2 | 16.3 | 10.2* |
| Horseshoe Bar /I-80W | 1 | 8.3 | 5.4 | 10.8 | 6.9 |
| | 2 | 8.6 | 5.6 | 11.8 | 7.5 |
| | 3 | 7.8 | 5.1 | 12.5 | 7.9 |
| Horseshoe Bar /I-80E | 1 | 8.1 | 5.3 | 13.3 | 8.4 |
| | 2 | 8.5 | 5.5 | 13.4 | 8.4 |
| | 3 | 9.4 | 6.0 | 11.9 | 7.5 |
| Taylor /King | 1 | 13.0 | 8.2 | 15.6 | 9.8* |
| | 2 | 12.7 | 8.0 | 14.6 | 9.2* |
| | 3 | 13.6 | 8.6 | 16.0 | 10.0* |
| | 4 | 12.6 | 7.8 | 16.6 | 10.4* |
| Brace/Walnut | 1 | | | 7.9 | 5.1 |
| | 2 | | | 8.0 | 5.2 |
| | 3 | | | 7.9 | 5.1 |
| King/Walnut | 1 | | | 10.1 | 6.5 |
| | 2 | | | 8.9 | 5.7 |
| | 3 | | | 9.9 | 6.0 |
| | 4 | | | 8.3 | 5.4 |

* Indicates violation of state concentration standards

Project Name : Loomis Master Plan

Date : 11-25-1992

Analysis Year = 1995

Temperature = 60

EMFAC7 VERSION : EMFAC7D ...11/88

| Unit Type | Trip Rate | Size | Tot Trips | Days Op. |
|----------------------------|---------------|------|-----------|----------|
| Residential, Single-Family | 9.5/Unit | 805 | 7648 | |
| Residential, Multi-Family | 6.0/Unit | 22 | 132 | |
| Retail Commercial | 60.0/1000 Sqf | 588 | 35280 | 364 |
| Office Commercial | 12.0/1000 Sqf | 386 | 4632 | 362 |

| | Residential | | | Commercial | |
|----------------|-------------|-----------|------------|------------|----------|
| | Home-Work | Home-Shop | Home-Other | Work | Non-Work |
| Trip Length | 10.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| % Started Cold | 85.0 | 40.0 | 55.0 | 75.0 | 25.0 |
| Trip Speed | 30 | 25 | 45 | 35 | 35 |
| Percent Trip | 30.0 | 25.0 | 45.0 | | |

Vehicle Fleetmix

| Vehicle Type | Percent Type | Leaded | Unleaded | Diesel |
|--------------------|--------------|--------|----------|--------|
| Light Duty Autos | 72.0 | 1.7 | 95.6 | 2.7 |
| Light Duty Trucks | 11.0 | 2.2 | 95.0 | 2.8 |
| Medium Duty Trucks | 8.0 | 5.3 | 94.7 | 0.0 |
| Heavy Duty Trucks | 4.0 | 29.8 | 70.3 | N/A |
| Heavy Duty Trucks | 4.0 | N/A | N/A | 100.0 |
| Motorcycles | 1.0 | 100.0 | N/A | N/A |

Project Emissions Report in Ton/Year

| Unit Type | TOG | CO | NOx |
|----------------------------|------|-------|-------|
| Residential, Single-Family | 23.7 | 263.2 | 30.0 |
| Residential, Multi-Family | 0.4 | 4.5 | 0.5 |
| Retail Commercial | 85.4 | 887.6 | 124.8 |
| Office Commercial | 12.5 | 135.1 | 16.4 |

Project Emissions Report in Ton/Year

| Unit Type | FUEL USE | PM10 | SOx |
|----------------------------|-----------|-------|------|
| Residential, Single-Family | 696875.5 | 2.8 | 3.3 |
| Residential, Multi-Family | 12028.4 | 0.0 | 0.1 |
| Retail Commercial | 2929199.0 | 108.9 | 14.0 |
| Office Commercial | 382468.8 | 36.5 | 1.8 |

REPORT FOR FILE : SieTayP2

1. Site Variables

| | | | |
|--------|-------------|-------|-----------------|
| U= | 0.5 M/S | ZO= | 200.0 CM |
| BRG= | 0.0 DEGREES | VD= | 0.0 CM/S |
| CLASS= | G STABILITY | VS= | 0.0 CM/S |
| MIXH= | 1000.0 M | AMB= | 0.0 PPM |
| SIGTH= | 5.0 DEGREES | TEMP= | 15.5 DEGREE (C) |

2. Link Description

| LINK DESCRIPTION | * | LINK COORDINATES (M) | * | EF (G/MI) | H (M) | W (M) |
|---------------------|---|----------------------|--------|--------------|----------|----------|
| | * | X1 Y1 X2 Y2 | * TYPE | VPH | | |
| A. Sierra N | | 5 -200 5 200 | IN | 1742 | 18.8 | 15.9 |
| B. Sierra S | | -5 200 -5 -200 | IN | 651 | 18.8 | 15.9 |
| C. Taylor E | | -200 -5 200 -5 | IN | 651 | 18.8 | 12.6 |
| D. Taylor W | | 200 5 -200 5 | IN | 600 | 18.8 | 12.6 |

| LINK | MIXW | L | R | STPL | DCLT | ACCT | SPD | NCYC | NDLA | VPHO | EFI (G/MIN) | IDT1 (SEC) | IDT2 (SEC) |
|------|------|-----|-----|------|-------|-------|-------|------|------|------|----------------|---------------|---------------|
| | | (M) | (M) | (M) | (SEC) | (SEC) | (MPH) | | | | | | |
| A. | | 0 | 0 | 192 | 7.8 | 10.6 | 35 | 11 | 5 | 1305 | 1.1 | 25.0 | 0.0 |
| | | 0 | 0 | 192 | 7.8 | 10.6 | 35 | 7 | 3 | 793 | 1.1 | 25.0 | 0.0 |
| C. | | 0 | 0 | 190 | 7.8 | 10.6 | 35 | 7 | 4 | 892 | 1.1 | 35.0 | 0.0 |
| D. | | 0 | 0 | 190 | 7.8 | 10.6 | 35 | 6 | 3 | 654 | 1.1 | 35.0 | 0.0 |

3. Receptor Coordinates

| RECEPTOR | | X | Y | Z |
|----------|---|-----|-----|-----|
| RECEPTOR | 1 | 21 | 19 | 1.3 |
| RECEPTOR | 2 | 21 | -19 | 1.3 |
| RECEPTOR | 3 | -21 | -19 | 1.3 |
| RECEPTOR | 4 | -21 | 19 | 1.3 |

MODEL RESULTS FOR FILE SieTayP2

| RECEPTOR | | * PRED | * WIND * | COCN/LINK | | | | | |
|----------|---|---------|-----------|-----------|-----|-----|-----|--|--|
| | | * CONC | * BRG * | (PPM) | | | | | |
| | | * (PPM) | * (DEG) * | A | B | C | D | | |
| RECPT | 1 | * 19.0 | * 201 * | 8.6 | 2.5 | 2.4 | 5.6 | | |
| RECPT | 2 | * 18.6 | * 293 * | 8.8 | 1.4 | 6.4 | 2.0 | | |
| RECPT | 3 | * 14.3 | * 61 * | 3.4 | 1.9 | 5.0 | 4.1 | | |
| RECPT | 4 | * 15.0 | * 144 * | 6.5 | 2.5 | 3.3 | 2.7 | | |

REPORT FOR FILE : HrsTayP2
1. Site Variables

| | | | |
|--------|-------------|-------|-----------------|
| U= | 0.5 M/S | ZO= | 300.0 CM |
| BRG= | 0.0 DEGREES | VD= | 0.0 CM/S |
| CLASS= | G STABILITY | VS= | 0.0 CM/S |
| MIXH= | 1000.0 M | AMB= | 0.0 PPM |
| SIGTH= | 5.0 DEGREES | TEMP= | 15.5 DEGREE (C) |

2. Link Description

| LINK DESCRIPTION | * | LINK COORDINATES (M) | | | | * | | | EF (G/MI) | H (M) | W (M) |
|---------------------|---|----------------------|------|------|------|---|------|-----|--------------|----------|----------|
| | * | X1 | Y1 | X2 | Y2 | * | TYPE | VPH | | | |
| A. Horseshoe N | * | 3 | -200 | 3 | 200 | * | IN | 707 | 29.2 | 0.0 | 12.6 |
| B. Horseshoe S | * | -3 | 200 | -3 | -200 | * | IN | 200 | 29.2 | 0.0 | 9.3 |
| C. Taylor E | * | -200 | -5 | 200 | -5 | * | IN | 856 | 29.2 | 0.0 | 12.6 |
| D. Taylor W | * | 200 | 5 | -200 | 5 | * | IN | 790 | 29.2 | 0.0 | 12.6 |

| LINK | * | MIXW | | | | | | | | | | | |
|------|---|------|-----|------|-------|-------|-------|------|------|------|---------|-------|-------|
| | * | L | R | STPL | DCLT | ACCT | SPD | | | | EFI | IDT1 | IDT2 |
| | * | (M) | (M) | (M) | (SEC) | (SEC) | (MPH) | NCYC | NDLA | VPHO | (G/MIN) | (SEC) | (SEC) |
| A | * | 0 | 0 | 193 | 5.3 | 7.6 | 25 | 5 | 4 | 313 | 1.1 | 40.0 | 0.0 |
| | * | 0 | 0 | 193 | 5.3 | 7.6 | 28 | 7 | 5 | 435 | 1.1 | 40.0 | 0.0 |
| C. | * | 0 | 0 | 194 | 5.3 | 7.6 | 25 | 9 | 3 | 1117 | 1.1 | 20.0 | 0.0 |
| D. | * | 0 | 0 | 194 | 5.3 | 7.6 | 25 | 5 | 2 | 634 | 1.1 | 20.0 | 0.0 |

3. Receptor Coordinates

| | | X | Y | Z |
|----------|---|-----|-----|-----|
| RECEPTOR | 1 | 17 | 18 | 1.3 |
| RECEPTOR | 2 | 20 | -18 | 1.3 |
| RECEPTOR | 3 | -17 | -18 | 1.3 |
| RECEPTOR | 4 | -17 | 18 | 1.3 |

MODEL RESULTS FOR FILE HrsTayP2

| RECEPTOR | | * PRED | * WIND * | COCN/LINK | | | | | |
|----------|---|---------|-----------|-----------|-----|-----|-----|-----|--|
| | | * CONC | * BRG * | (PPM) | | | | | |
| | | * (PPM) | * (DEG) * | A | B | C | D | | |
| | | * | * | * | * | * | * | | |
| RECPT | 1 | * | 12.6 | * 202 * | 5.2 | 2.1 | 1.8 | 3.5 | |
| RECPT | 2 | * | 12.5 | * 295 * | 4.8 | 1.3 | 4.4 | 2.0 | |
| RECPT | 3 | * | 9.3 | * 51 * | 1.3 | 1.8 | 3.9 | 2.3 | |
| RECPT | 4 | * | 10.3 | * 150 * | 4.5 | 2.4 | 2.3 | 1.1 | |

1. Site Variables

| | | | |
|--------|-------------|-------|-----------------|
| U= | 0.5 M/S | ZO= | 150.0 CM |
| BRG= | 0.0 DEGREES | VD= | 0.0 CM/S |
| CLASS= | G STABILITY | VS= | 0.0 CM/S |
| MIXH= | 1000.0 M | AMB= | 0.0 PPM |
| SIGTH= | 5.0 DEGREES | TEMP= | 15.5 DEGREE (C) |

2. Link Description

| LINK DESCRIPTION | * * | LINK COORDINATES (M) | | | | * * | TYPE | VPH | EF (G/MI) | H (M) | W (M) |
|---------------------|--------|----------------------|------|------|------|--------|------|-----|--------------|----------|----------|
| | | X1 | Y1 | X2 | Y2 | | | | | | |
| A. Horseshoe N | | 5 | -200 | 5 | 200 | | IN | 933 | 23.4 | 0.0 | 12.6 |
| B. Horseshoe S | | -5 | 200 | -5 | -200 | | IN | 688 | 23.4 | 0.0 | 12.6 |
| C. Walnut E | | -200 | -3 | 200 | -3 | | IN | 103 | 29.2 | 0.0 | 9.3 |
| D. Walnut W | | 200 | 3 | -200 | 3 | | IN | 564 | 29.2 | 0.0 | 9.3 |

| LINK | * * | MIXW | | STPL | DCLT | ACCT | SPD | NCYC | NDLA | VPHO | EFI (G/MIN) | IDT1 (SEC) | IDT2 (SEC) |
|------|--------|----------|----------|------|-------|-------|-------|------|------|------|----------------|---------------|---------------|
| | | L (M) | R (M) | (M) | (SEC) | (SEC) | (MPH) | | | | | | |
| A. | | 0 | 0 | 194 | 6.5 | 9.1 | 30 | 5 | 2 | 571 | 1.1 | 20.0 | 0.0 |
| | | 0 | 0 | 194 | 6.5 | 9.1 | 30 | 8 | 3 | 1008 | 1.1 | 20.0 | 0.0 |
| C. | | 0 | 0 | 192 | 5.3 | 7.6 | 25 | 10 | 7 | 600 | 1.1 | 40.0 | 0.0 |
| D. | | 0 | 0 | 192 | 5.3 | 7.6 | 25 | 2 | 1 | 109 | 1.1 | 40.0 | 0.0 |

3. Receptor Coordinates

| | | X | Y | Z |
|----------|---|-----|-----|-----|
| RECEPTOR | 1 | 19 | 17 | 1.3 |
| RECEPTOR | 2 | 19 | -17 | 1.3 |
| RECEPTOR | 3 | -19 | -17 | 1.3 |
| RECEPTOR | 4 | -19 | 17 | 1.3 |

MODEL RESULTS FOR FILE HrsWalP2

| RECEPTOR | | * PRED | * WIND * | COCN/LINK | | | | | |
|----------|---|---------|-----------|-----------|-----|-----|-----|--|--|
| | | * CONC | * BRG * | (PPM) | | | | | |
| | | * (PPM) | * (DEG) * | A | B | C | D | | |
| RECPT | 1 | * 13.1 | * 207 * | 3.4 | 1.6 | 0.9 | 7.1 | | |
| RECPT | 2 | * 8.3 | * 344 * | 1.7 | 0.3 | 0.7 | 5.6 | | |
| RECPT | 3 | * 9.0 | * 57 * | 1.0 | 2.0 | 1.9 | 4.1 | | |
| RECPT | 4 | * 10.3 | * 115 * | 0.8 | 3.2 | 2.0 | 4.3 | | |

1. Site Variables

| | | | |
|--------|-------------|-------|-----------------|
| U= | 0.5 M/S | ZO= | 75.0 CM |
| BRG= | 0.0 DEGREES | VD= | 0.0 CM/S |
| CLASS= | G STABILITY | VS= | 0.0 CM/S |
| MIXH= | 1000.0 M | AMB= | 0.0 PPM |
| SIGTH= | 5.0 DEGREES | TEMP= | 15.5 DEGREE (C) |

2. Link Description

| LINK DESCRIPTION | * | LINK COORDINATES (M) | | | | * | | | EF | H | W |
|---------------------|---|----------------------|------|------|------|---|------|------|--------|-----|------|
| | * | X1 | Y1 | X2 | Y2 | * | TYPE | VPH | (G/MI) | (M) | (M) |
| A. Horseshoe N | * | 5 | -200 | 5 | 200 | * | IN | 948 | 23.4 | 0.0 | 12.6 |
| B. Horseshoe S | * | -5 | 200 | -5 | -200 | * | IN | 1007 | 23.4 | 0.0 | 12.6 |
| C. I80W Offramp | * | -200 | -3 | -8 | -3 | * | IN | 200 | 23.4 | 0.0 | 9.3 |
| D. I80W Onramp | * | -8 | 3 | -200 | 3 | * | IN | 1 | 23.4 | 0.0 | 9.3 |

| LINK | * | MIXW | | | | | | | | | | | |
|------|---|------|-----|------|-------|-------|-------|------|------|------|---------|-------|-------|
| | * | L | R | STPL | DCLT | ACCT | SPD | | | | EFI | IDT1 | IDT2 |
| | * | (M) | (M) | (M) | (SEC) | (SEC) | (MPH) | NCYC | NDLA | VPHO | (G/MIN) | (SEC) | (SEC) |
| A. | * | 0 | 0 | 194 | 6.5 | 9.1 | 30 | 8 | 3 | 932 | 1.1 | 20.0 | 0.0 |
| B. | * | 0 | 0 | 194 | 6.5 | 9.1 | 30 | 5 | 2 | 535 | 1.1 | 20.0 | 0.0 |
| C. | * | 0 | 0 | 192 | 6.5 | 9.1 | 30 | 0 | 0 | 1 | 1.1 | 40.0 | 0.0 |
| D. | * | 0 | 0 | 192 | 6.5 | 9.1 | 30 | 12 | 8 | 688 | 1.1 | 40.0 | 0.0 |

3. Receptor Coordinates

| | | X | Y | Z |
|----------|---|-----|-----|-----|
| RECEPTOR | 1 | 23 | 0 | 1.3 |
| RECEPTOR | 2 | -19 | -17 | 1.3 |
| RECEPTOR | 3 | -19 | 17 | 1.3 |

MODEL RESULTS FOR FILE HSI80WP2

| | | * PRED | * WIND * | | | COCN/LINK | | | |
|----------|---|---------|-----------|--|--|-----------|-----|-----|-----|
| | | * CONC | * BRG * | | | (PPM) | | | |
| RECEPTOR | | * (PPM) | * (DEG) * | | | A | B | C | D |
| RECPT | 1 | * 4.8 | * 294 * | | | 1.5 | 3.2 | 0.0 | 0.0 |
| RECPT | 2 | * 5.8 | * 27 * | | | 1.5 | 3.7 | 0.5 | 0.0 |
| RECPT | 3 | * 6.5 | * 117 * | | | 1.5 | 5.0 | 0.0 | 0.0 |

1. Site Variables

| | | | |
|--------|-------------|-------|-----------------|
| U= | 0.5 M/S | ZO= | 50.0 CM |
| BRG= | 0.0 DEGREES | VD= | 0.0 CM/S |
| CLASS= | G STABILITY | VS= | 0.0 CM/S |
| MIXH= | 1000.0 M | AMB= | 0.0 PPM |
| SIGTH= | 5.0 DEGREES | TEMP= | 15.5 DEGREE (C) |

2. Link Description

| LINK | * | LINK COORDINATES (M) | | | | * | | EF | H | W |
|-----------------|---|----------------------|------|-----|------|---|------|--------|------|-----|
| DESCRIPTION | * | X1 | Y1 | X2 | Y2 | * | TYPE | (G/MI) | (M) | (M) |
| A. Horseshoe N | * | 3 | -200 | 3 | 200 | * | IN | 300 | 23.4 | 0.0 |
| B. Horseshoe N | * | -5 | 200 | -5 | -200 | * | IN | 536 | 23.4 | 0.0 |
| C. I80E Offramp | * | 200 | 3 | 6 | 3 | * | IN | 800 | 23.4 | 0.0 |
| D. I80E Onramp | * | 6 | -3 | 200 | -3 | * | IN | 1 | 23.4 | 0.0 |

| LINK | * | MIXW | | STPL | DCLT | ACCT | SPD | NCYC | NDLA | VPHO | EFI | IDT1 | IDT2 |
|------|---|------|-----|------|-------|-------|-------|------|------|------|---------|-------|-------|
| | * | L | R | (M) | (SEC) | (SEC) | (MPH) | | | | (G/MIN) | (SEC) | (SEC) |
| | * | (M) | (M) | | | | | | | | | | |
| | * | 0 | 0 | 194 | 6.5 | 9.1 | 30 | 16 | 8 | 948 | 1.1 | 30.0 | 0.0 |
| | * | 0 | 0 | 194 | 6.5 | 9.1 | 30 | 8 | 4 | 482 | 1.1 | 30.0 | 0.0 |
| C. | * | 0 | 0 | 194 | 6.5 | 9.1 | 30 | 0 | 0 | 1 | 1.1 | 30.0 | 0.0 |
| D. | * | 0 | 0 | 194 | 6.5 | 9.1 | 30 | 3 | 2 | 206 | 1.1 | 30.0 | 0.0 |

3. Receptor Coordinates

| | | X | Y | Z |
|----------|---|-----|-----|-----|
| RECEPTOR | 1 | 17 | 17 | 1.3 |
| RECEPTOR | 2 | 17 | -17 | 1.3 |
| RECEPTOR | 3 | -19 | 0 | 1.3 |

MODEL RESULTS FOR FILE HsI80EP2

| | | * PRED | * WIND | * | COCN/LINK | | | |
|----------|---|---------|---------|---|-----------|-----|-----|-----|
| | | * CONC | * BRG | * | (PPM) | | | |
| RECEPTOR | | * (PPM) | * (DEG) | * | A | B | C | D |
| RECPT | 1 | * 7.3 | * 210 | * | 3.0 | 1.4 | 3.0 | 0.0 |
| RECPT | 2 | * 7.4 | * 331 | * | 3.4 | 2.8 | 1.3 | 0.0 |
| RECPT | 3 | * 5.9 | * 86 | * | 2.3 | 1.9 | 1.7 | 0.0 |

1. Site Variables

| | | | |
|--------|-------------|-------|-----------------|
| U= | 0.5 M/S | ZO= | 300.0 CM |
| BRG= | 0.0 DEGREES | VD= | 0.0 CM/S |
| CLASS= | G STABILITY | VS= | 0.0 CM/S |
| MIXH= | 1000.0 M | AMB= | 0.0 PPM |
| SIGTH= | 5.0 DEGREES | TEMP= | 15.5 DEGREE (C) |

2. Link Description

| LINK | * | LINK COORDINATES (M) | | | | * | | EF | H | W | |
|--------------|---|----------------------|-----|------|------|---|------|------|--------|-----|------|
| DESCRIPTION | * | X1 | Y1 | X2 | Y2 | * | TYPE | VPH | (G/MI) | (M) | (M) |
| A. Taylor NE | * | -200 | -5 | 200 | -5 | * | IN | 1220 | 29.2 | 0.0 | 15.9 |
| B. Taylor SW | * | 200 | 5 | -200 | 5 | * | IN | 651 | 29.2 | 0.0 | 15.9 |
| C. King W | * | 5 | 200 | 5 | -200 | * | IN | 298 | 29.2 | 0.0 | 12.6 |
| D. King E | * | -5 | 200 | -5 | -200 | * | IN | 450 | 29.2 | 0.0 | 12.6 |

| LINK | * MIXW | | STPL | DCLT | ACCT | SPD | NCYC | NDLA | VPHO | EFI | IDT1 | IDT2 |
|------|--------|-----|------|-------|-------|-------|------|------|------|---------|-------|-------|
| | L | R | | | | | | | | | | |
| | (M) | (M) | (M) | (SEC) | (SEC) | (MPH) | | | | (G/MIN) | (SEC) | (SEC) |
| A. | 0 | 0 | 192 | 5.3 | 7.6 | 25 | 6 | 2 | 656 | 1.1 | 20.0 | 0.0 |
| | 0 | 0 | 192 | 5.3 | 7.6 | 25 | 6 | 2 | 729 | 1.1 | 20.0 | 0.0 |
| C. | 0 | 0 | 190 | 5.3 | 7.6 | 25 | 6 | 4 | 770 | 1.1 | 40.0 | 0.0 |
| D. | 0 | 0 | 190 | 5.3 | 7.6 | 25 | 4 | 3 | 464 | 1.1 | 40.0 | 0.0 |

3. Receptor Coordinates

| | | X | Y | Z |
|----------|---|-----|-----|-----|
| RECEPTOR | 1 | 19 | 21 | 1.3 |
| RECEPTOR | 2 | 19 | -21 | 1.3 |
| RECEPTOR | 3 | -19 | -21 | 1.3 |
| RECEPTOR | 4 | -19 | 21 | 1.3 |

MODEL RESULTS FOR FILE KngTayP2

| | | * PRED | * WIND | * | COCN/LINK | | | |
|----------|---|---------|---------|---|-----------|-----|-----|-----|
| | | * CONC | * BRG | * | (PPM) | | | |
| RECEPTOR | | * (PPM) | * (DEG) | * | A | B | C | D |
| RECPT | 1 | * 9.6 | * 210 | * | 0.7 | 2.9 | 3.4 | 2.6 |
| RECPT | 2 | * 8.6 | * 328 | * | 0.9 | 1.5 | 3.5 | 2.7 |
| RECPT | 3 | * 10.0 | * 25 | * | 3.8 | 1.3 | 1.6 | 3.3 |
| RECPT | 4 | * 10.6 | * 118 | * | 1.4 | 3.0 | 2.2 | 3.9 |

1. Site Variables

| | | | |
|--------|-------------|-------|-----------------|
| U= | 0.5 M/S | ZO= | 100.0 CM |
| BRG= | 0.0 DEGREES | VD= | 0.0 CM/S |
| CLASS= | G STABILITY | VS= | 0.0 CM/S |
| MIXH= | 1000.0 M | AMB= | 0.0 PPM |
| SIGTH= | 5.0 DEGREES | TEMP= | 15.5 DEGREE (C) |

2. Link Description

| LINK DESCRIPTION | * * | LINK COORDINATES (M) | | | | * * | TYPE | VPH | EF (G/MI) | H (M) | W (M) |
|---------------------|--------|----------------------|------|-----|------|--------|------|-----|--------------|----------|----------|
| | | X1 | Y1 | X2 | Y2 | | | | | | |
| A. EBrace App | | -3 | 200 | -3 | 0 | | AG | 239 | 31.1 | 0.0 | 9.3 |
| B. EBrace Dep | | -3 | 0 | -3 | -200 | | AG | 183 | 31.1 | 0.0 | 9.3 |
| C. WBrace App | | 3 | -200 | 3 | 0 | | AG | 300 | 31.6 | 0.0 | 9.3 |
| D. WBrace Dep | | 3 | 0 | 3 | 200 | | AG | 266 | 31.6 | 0.0 | 9.3 |
| E. NWalnut Acc | | 6 | -3 | 30 | -3 | | AG | 120 | 61.8 | 0.0 | 9.3 |
| F. NWalnut Dep | | 30 | -3 | 200 | -3 | | AG | 120 | 31.6 | 0.0 | 9.3 |
| G. SWalnut App | | 200 | 3 | 50 | 3 | | AG | 30 | 31.6 | 0.0 | 9.3 |
| H. SWalnut Dec | | 50 | 3 | 16 | 3 | | AG | 30 | 48.7 | 0.0 | 9.3 |
| I. SWalnut Que | | 16 | 3 | 6 | 3 | | AG | 30 | 80.4 | 0.0 | 9.3 |

| LINK | MIXW | | STPL (M) | DCLT (SEC) | ACCT (SEC) | SPD (MPH) | NCYC | NDLA | VPHO | EFI (G/MIN) | IDT1 (SEC) | IDT2 (SEC) |
|------|----------|----------|-------------|---------------|---------------|--------------|------|------|------|----------------|---------------|---------------|
| | L (M) | R (M) | | | | | | | | | | |
| A. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| B. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| C. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| D. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| E. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| F. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| G. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| H. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| I. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |

3. Receptor Coordinates

| RECEPTOR | | X | Y | Z |
|------------|---|-----|-----|-----|
| RECEPTOR 1 | 1 | 17 | 17 | 1.3 |
| RECEPTOR 2 | 2 | 17 | -17 | 1.3 |
| RECEPTOR 3 | 3 | -17 | 0 | 1.3 |

MODEL RESULTS FOR FILE BrcWalP2

| RECEPTOR | | * PRED | * WIND | * | COCN/LINK | | | | | | | |
|----------|---|---------|---------|---------|-----------|-----|-----|-----|-----|-----|-----|-----|
| | | * CONC | * BRG | * | (PPM) | | | | | | | |
| | | * (PPM) | * (DEG) | * | A | B | C | D | E | F | G | H |
| RECPT | 1 | * | 1.9 | * 189 * | 0.0 | 0.5 | 1.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 |
| RECPT | 2 | * | 2.0 | * 351 * | 0.6 | 0.0 | 0.0 | 0.9 | 0.4 | 0.0 | 0.0 | 0.0 |
| RECPT | 3 | * | 1.9 | * 92 * | 0.0 | 0.2 | 0.3 | 0.0 | 0.5 | 0.6 | 0.1 | 0.1 |

| RECEPTOR | | * PRED | * WIND | * | COCN/LINK | |
|----------|---|---------|---------|---------|-----------|--|
| | | * CONC | * BRG | * | (PPM) | |
| | | * (PPM) | * (DEG) | * | I | |
| RECPT | 1 | * | 1.9 | * 189 * | 0.1 | |
| RECPT | 2 | * | 2.0 | * 351 * | 0.1 | |
| RECPT | 3 | * | 1.9 | * 92 * | 0.1 | |

1. Site Variables

| | | | |
|--------|-------------|-------|-----------------|
| U= | 0.5 M/S | ZO= | 100.0 CM |
| BRG= | 0.0 DEGREES | VD= | 0.0 CM/S |
| CLASS= | G STABILITY | VS= | 0.0 CM/S |
| MIXH= | 1000.0 M | AMB= | 0.0 PPM |
| SIGTH= | 5.0 DEGREES | TEMP= | 15.5 DEGREE (C) |

2. Link Description

| LINK DESCRIPTION | * * | LINK COORDINATES (M) | | | | * * | TYPE | VPH | EF (G/MI) | H (M) | W (M) |
|---------------------|--------|----------------------|------|------|------|--------|------|-----|--------------|----------|----------|
| | | X1 | Y1 | X2 | Y2 | | | | | | |
| A. WKing App | | 3 | -200 | 3 | -50 | | AG | 71 | 20.1 | 0.0 | 9.3 |
| B. WKing Dec | | 3 | -50 | 3 | -16 | | AG | 71 | 48.7 | 0.0 | 9.3 |
| C. WKing Que | | 3 | -16 | 3 | -6 | | AG | 71 | 80.4 | 0.0 | 9.3 |
| D. WKing Acc | | 3 | 6 | 3 | 30 | | AG | 356 | 48.7 | 0.0 | 9.3 |
| E. WKing Dep | | 3 | 30 | 3 | 200 | | AG | 365 | 31.1 | 0.0 | 9.3 |
| F. EKing App | | -3 | 200 | -3 | 50 | | AG | 323 | 31.1 | 0.0 | 9.6 |
| G. EKing Dec | | -3 | 50 | -3 | 36 | | AG | 323 | 48.7 | 0.0 | 9.3 |
| H. EKing Que | | -3 | 36 | -3 | 6 | | AG | 323 | 80.4 | 0.0 | 9.3 |
| I. EKing Acc | | -3 | -6 | -3 | -30 | | AG | 155 | 38.8 | 0.0 | 9.3 |
| J. EKing Dep | | -3 | -30 | -3 | -200 | | AG | 155 | 20.1 | 0.0 | 9.3 |
| K. NWalnut App | | -200 | -3 | -50 | -3 | | AG | 489 | 31.1 | 0.0 | 9.3 |
| L. NWalnut Dec | | -50 | -3 | -30 | -3 | | AG | 489 | 48.7 | 0.0 | 9.3 |
| M. NWalnut Que | | -30 | -3 | -6 | -3 | | AG | 489 | 80.4 | 0.0 | 1.0 |
| N. NWalnut Acc | | 6 | -3 | 30 | -3 | | AG | 69 | 38.8 | 0.0 | 9.3 |
| O. NWalnut Dep | | 30 | -3 | 200 | -3 | | AG | 69 | 29.9 | 0.0 | 9.3 |
| P. SWalnut App | | 200 | 3 | 50 | 3 | | AG | 20 | 29.9 | 0.0 | 9.3 |
| Q. SWalnut Dec | | 50 | 3 | 16 | 3 | | AG | 20 | 38.8 | 0.0 | 9.3 |
| R. SWalnut Que | | 16 | 3 | 6 | 3 | | AG | 20 | 80.4 | 0.0 | 9.3 |
| S. SWalnut Acc | | -6 | 3 | -30 | 3 | | AG | 323 | 48.7 | 0.0 | 9.3 |
| T. SWalnut Dep | | -30 | 3 | -200 | 3 | | AG | 323 | 31.1 | 0.0 | 9.3 |

| LINK | MIXW | | STPL (M) | DCLT (SEC) | ACCT (SEC) | SPD (MPH) | NCYC | NDLA | VPHO | EFI (G/MIN) | IDT1 (SEC) | IDT2 (SEC) |
|------|----------|----------|-------------|---------------|---------------|--------------|------|------|------|----------------|---------------|---------------|
| | L (M) | R (M) | | | | | | | | | | |
| A. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| B. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| C. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| D. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| E. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| F. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| G. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| H. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| I. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| J. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| K. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| L. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| M. | 0 | 9 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| N. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| O. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| P. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| Q. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |

| | | | | | | | | | | | | |
|----|---|---|---|-----|-----|---|---|---|---|-----|-----|-----|
| R. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| S. | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| T | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |

3. Receptor Coordinates

| | | X | Y | Z |
|----------|---|-----|-----|-----|
| RECEPTOR | 1 | 17 | 17 | 1.3 |
| RECEPTOR | 2 | 17 | -17 | 1.3 |
| RECEPTOR | 3 | -17 | -17 | 1.3 |
| RECEPTOR | 4 | -17 | 17 | 1.3 |

MODEL RESULTS FOR FILE KngWalP2

| RECEPTOR | | * PRED | * WIND | COCN/LINK | | | | | | | |
|----------|---|---------|---------|-----------|-------|-------|-------|-------|-------|-------|-------|
| | | * CONC | * BRG | (PPM) | | | | | | | |
| | | * (PPM) | * (DEG) | * A | * B | * C | * D | * E | * F | * G | * H |
| RECPT | 1 | * 4.1 | * 254 | * 0.0 | * 0.0 | * 0.0 | * 0.8 | * 0.0 | * 0.0 | * 0.0 | * 1.1 |
| RECPT | 2 | * 2.9 | * 279 | * 0.0 | * 0.0 | * 0.3 | * 0.0 | * 0.0 | * 0.0 | * 0.0 | * 0.0 |
| RECPT | 3 | * 3.3 | * 20 | * 0.0 | * 0.0 | * 0.0 | * 0.3 | * 0.5 | * 0.0 | * 0.1 | * 1.7 |
| RECPT | 4 | * 2.3 | * 99 | * 0.0 | * 0.0 | * 0.0 | * 0.7 | * 0.0 | * 0.0 | * 0.0 | * 1.3 |

| RECEPTOR | | * PRED | * WIND | COCN/LINK | | | | | | | |
|----------|---|---------|---------|-----------|-------|-------|-------|-------|-------|-------|-------|
| | | * CONC | * BRG | (PPM) | | | | | | | |
| | | * (PPM) | * (DEG) | * I | * J | * K | * L | * M | * N | * O | * P |
| RECPT | 1 | * 4.1 | * 254 | * 0.0 | * 0.0 | * 0.5 | * 0.6 | * 0.0 | * 0.0 | * 0.0 | * 0.0 |
| RECPT | 2 | * 2.9 | * 279 | * 0.3 | * 0.0 | * 1.1 | * 0.5 | * 0.0 | * 0.0 | * 0.0 | * 0.0 |
| RECPT | 3 | * 3.3 | * 20 | * 0.0 | * 0.0 | * 0.0 | * 0.0 | * 0.0 | * 0.0 | * 0.0 | * 0.0 |
| RECPT | 4 | * 2.3 | * 99 | * 0.0 | * 0.0 | * 0.0 | * 0.0 | * 0.0 | * 0.0 | * 0.2 | * 0.1 |

| RECEPTOR | | * PRED | * WIND | COCN/LINK | | | |
|----------|---|---------|---------|-----------|-------|-------|-------|
| | | * CONC | * BRG | (PPM) | | | |
| | | * (PPM) | * (DEG) | * Q | * R | * S | * T |
| RECPT | 1 | * 4.1 | * 254 | * 0.0 | * 0.0 | * 0.6 | * 0.4 |
| RECPT | 2 | * 2.9 | * 279 | * 0.0 | * 0.0 | * 0.0 | * 0.8 |
| RECPT | 3 | * 3.3 | * 20 | * 0.0 | * 0.0 | * 0.6 | * 0.0 |
| RECPT | 4 | * 2.3 | * 99 | * 0.0 | * 0.0 | * 0.0 | * 0.0 |

RESOLUTION NO. 92-62

A RESOLUTION OF THE COUNCIL OF THE TOWN OF LOOMIS CERTIFYING THE FINAL LOOMIS TOWN CENTER MASTER PLAN ENVIRONMENTAL IMPACT REPORT AND ADOPTING THE MITIGATION MONITORING PROGRAM

WHEREAS, the Town has proposed a Master Plan for an approximately 490 acre area known as the Loomis Town Center, including the area bounded by King Road, the S.P.R.R.'s tracks, Brace Road and Secret Ravine and an area south of Brace Road, between Sierra College Blvd. and Interstate 80, and,

WHEREAS, on May 28, 1991 the Town Council directed staff to return to the Planning Commission with an environmental impact report and the implementing documents in accordance with a draft Master Plan for the Loomis Town Center, and

WHEREAS, on July 27, 1992 the Town of Loomis Planning Department circulated the Draft Loomis Town Center Master Plan Environmental Impact Report, and

WHEREAS, on August 18, 1992 the Loomis Planning Commission conducted a public hearing on the Draft Loomis Town Center Master Plan Environmental Impact Report (Exhibit A) at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, on August 28, 1992 the circulation period for the Draft Loomis Town Center Master Plan Environmental Impact Report was closed, and,

WHEREAS, on September 14, 1992 the Planning Commission received the Responses to Comments which together with the Draft Environmental Impact Report will become the Final Environmental Impact Report for the Loomis Town Center Master Plan, and

WHEREAS, on September 11, 1992 the Planning Commission received the draft Mitigation Monitoring Program and on September 25, 1992 the Planning Commission received the proposed Mitigation Monitoring Program; and

WHEREAS, on September 15, 1992, September 30, 1992, and October 7, 1992, the Planning Commission reviewed and considered the Final Loomis Town Center Master Plan Environmental Impact Report, the Mitigation Monitoring Report and the staff report relating to said documents, the Statement of Overriding Considerations (Exhibit B), the written and oral evidence presented to the Planning Commission on the Report and Mitigation Monitoring Program; and

WHEREAS, on October 7, 1992 the Planning Commission recommended to the Town Council that the Loomis Town Center Master Plan Final Environmental Impact Report (Exhibit A), together with the Statement of Overriding Considerations (Exhibit B), be certified by the Town Council and that the Mitigation Monitoring Program be adopted; and

WHEREAS, on November 30, 1992 the Town Council received an Amendment to the Environmental Impact Report that addressed the changes that had been made to the Plan during the Council hearings; and

WHEREAS, on October 20, 1992 the Council of the Town of Loomis conducted a public hearing on the Final Town Center Master Plan Environmental Impact Report and Mitigation Monitoring Program and continued this hearing, opening and closing it temporarily, on October 26, November 14, November 17, November 24 and December 1, 1992, at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, on October 20, October 26, November 14, November 17, November 24 and December 1, 1992, the Council of the Town of Loomis reviewed and considered the Final Loomis Town Center Master Plan Environmental Impact Report (including the Final Report and Amendment), the Mitigation Monitoring Report, the Findings Relating to Mitigations (Exhibit C) and the staff report relating to said documents, the Statement of Overriding Considerations (Exhibit B), the written and oral evidence presented to the Planning Commission and Town Council on the Report and Mitigation Monitoring Program; and

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE TOWN OF LOOMIS AS FOLLOWS:

1) The Council determines that the Final EIR (including the Addendum) which is attached to this Resolution as Exhibit "A" has been completed in compliance with the California Environmental Quality Act, and hereby so certifies.

2) The Council has reviewed and considered the information within the FEIR (Exhibit "A") prior to formally adopting the Town Center Master Plan, an Element of the General Plan.

3) The EIR finds that there will be only three unavoidable adverse environmental impacts if the Town Center Plan is adopted and hereby adopts the following Statement of Overriding Considerations in connection with its approval of the Environmental Impact Report and Loomis Town Center Master Plan (Exhibit "B"), attached.

4) The Town Clerk is hereby directed upon the adoption of this Resolution to file a Notice of Determination within five working days from the date hereof with the County Clerk of Placer County.

PASSED, APPROVED, AND ADOPTED this 1st day of December, 1992,
by the following roll call vote:

AYES:

NOES:

ABSENT:

CARL DEWING, MAYOR

Patricia Boxberger, Deputy Town Clerk

RESOLUTION NO. 92-64

A RESOLUTION OF THE COUNCIL OF THE TOWN OF LOOMIS REVISING THE GENERAL PLAN MAP AND APPROVING GENERAL PLAN TEXT REVISIONS TO INCLUDE A NEW TOWN CENTER ELEMENT PER THE LOOMIS TOWN CENTER MASTER PLAN DATED DECEMBER 1992 AND PUBLIC USE OVERLAY PLAN

WHEREAS, the Town has proposed a Master Plan for an approximately 490 acre area known as the Loomis Town Center, including the area bounded by King Road, the S.P.R.R.'s tracks, Brace Road and Secret Ravine and an area south of Brace Road, between Sierra College Blvd. and Interstate 80, and,

WHEREAS, on July 10, 1990, the Town Council directed staff to enter into a contract for the preparation of a Master Plan for the Loomis Town Center, and

WHEREAS, on May 28, 1991, the Town Council adopted a draft Master Plan for the Loomis Town Center, and

WHEREAS, on August 21, 1992, a Notice of Public Hearing was sent to all of the property owners within the Town of Loomis regarding the Town Center Master Plan and Implementation Guide; and

WHEREAS, on September 15, 1992, September 30, 1992, and October 7, 1992, the Planning Commission conducted a public hearing on these documents, at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, on September 1, 1992, September 15, 1992, September 30, 1992, and October 7, 1992, the Planning Commission reviewed and considered the staff reports relating to the Draft Town Center Master Plan, the Loomis Town Center Master Plan Implementation Guide (including Appendix A of the Proposed General Plan Revisions), and the written and oral evidence presented to the Planning Commission on the Report; and

WHEREAS, on October 20, October 26, November 14, November 17, November 24 and December 1, 1992 the Town Council conducted a public hearing on the aforementioned documents (and temporarily opened and closed the hearings), at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, on October 20, October 25, November 14, November 17, November 24 and December 1, 1992 the Town Council reviewed and considered the staff reports relating to the Draft Town Center Master Plan, the Loomis Town Center Master Plan Implementation Guide (including Appendix A of the Proposed General Plan Revisions), and the written and oral evidence presented to the Planning Commission and Council on the Report; and

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE TOWN OF LOOMIS AS FOLLOWS:

1) Approves a revision to the General Plan Map per Figure 7 of the Loomis Town Center Master Plan, dated December 1992.

2) Approves a text revision to the General Plan shown in Exhibit "A" of the Town Center Master Plan Implementation Guide.

3) Approves a text addition to the General Plan to be known as an Element of the General Plan which consists of the Loomis Town Center Master Plan Land Use Plan and Design Guidelines, dated December 1992 excepting therefrom the Building Standards and Development Guidelines in Chapter 6, Sections A through M.

PASSED, APPROVED, AND ADOPTED this 1st day of December, 1992, by the following roll call vote:

AYES:

NOES:

ABSENT:

CARL DEWING, MAYOR

Patricia Boxberger, Deputy Town Clerk

RESOLUTION NO. 92-65

A RESOLUTION OF THE COUNCIL OF THE TOWN OF LOOMIS APPROVING
DESIGN GUIDELINES FOR THE TOWN CENTER MASTER PLAN AREA

WHEREAS, the Town has proposed a Master Plan for an approximately 490 acre area known as the Loomis Town Center, including the area bounded by King Road, the S.P.R.R.'s tracks, Brace Road and Secret Ravine and an area south of Brace Road, between Sierra College Blvd. and Interstate 80, and,

WHEREAS, on July 10, 1990, the Town Council directed staff to enter into a contract for the preparation of a Master Plan for the Loomis Town Center, and

WHEREAS, on May 28, 1991, the Town Council adopted a draft Master Plan for the Loomis Town Center; and

WHEREAS, on August 21, 1992, a Notice of Public Hearing was sent to all of the property owners within the Town of Loomis regarding the Town Center Master Plan; and

WHEREAS, on September 15, 1992, September 30, 1992, and October 7, 1992, the Planning Commission conducted a public hearing on these documents, at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, on September 1, 1992, September 15, 1992, September 30, 1992, and October 7, 1992, the Planning Commission reviewed and considered the staff reports relating to the Draft Town Center Master Plan, and the written and oral evidence presented to the Planning Commission on the Report; and

WHEREAS, on October 20, October 26, November 14, November 17, November 24, and December 1, 1992 the Town Council conducted a public hearing on the aforementioned documents (and temporarily closed and opened the public hearing), at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, on October 20, October 26, November 14, November 17, November 24, and December 1, 1992 the Town Council reviewed and considered the staff reports relating to the Draft Town Center Master Plan, and the written and oral evidence presented to the Planning Commission and Council on the Report; and

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE TOWN OF LOOMIS AS FOLLOWS:

1) Approves the Design Guidelines for the Loomis Town Center Area, consisting of the Building Standards and Development Guidelines in Chapter 6, Sections A through M of the Loomis Town Center Master Plan Land Use Plan and Design Guidelines.

PASSED, APPROVED, AND ADOPTED this 1st day of December, 1992, by
the following roll call vote:

AYES:

NOES:

ABSENT:

CARL DEWING, MAYOR

Patricia Boxberger, Deputy Town Clerk

**ACCOPRESS®**

| | |
|-------|---------------|
| 25970 | YELLOW |
| 25971 | BLACK |
| 25972 | LIGHT BLUE |
| 25973 | DARK BLUE |
| 25974 | LIGHT GRAY |
| 25975 | LIGHT GREEN |
| 25976 | DARK GREEN |
| 25977 | TANGERINE |
| 25978 | RED |
| 25979 | EXECUTIVE RED |

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